



APPENDIX E

LANDSCAPE INTENT PLAN



gassman
development
perspectives

1985

planning
environment
landscape
engineering
survey

VantageYatala



Lot 213 Coastlink Court, Stapylton

LANDSCAPE INTENT PACKAGE

FPI Queensland Pty Ltd

DEVELOPMENT PERMIT FOR MATERIAL
CHANGE OF USE (WITH ANCILLARY OFFICE)
AND OPERATIONAL WORKS (CHANGE TO
GROUND LEVEL)

213 Coastlink Court Stapylton 4207
VANTAGE INDUSTRIAL ESTATE
STAGE 2B

Lot 213 on SP329487

JULY 2026
Issue B

Prepared By
Gassman Development Perspectives
Job No. 6470



CONTENTS

- 02** Site Characteristics & Development Proposal
- 03** Site Locality Plan
- 04** Landscape Strategy
- 05** Landscape Intent Plan
- 06** Section Elevation Drawings
- 07** Materials & Softscape Guide
- 08** Planting Palette
- 09** Planting Palette
- 10** Planting Palette

SITE CHARACTERISTICS

The subject site (lot 213 on SP329487) is 3.752ha in size, and consist of a single freehold allotment owned by Australand Industrial No. 89 Pty Limited. In terms of locational context, the subject site is located within Stage 2 of Vantage Industrial Estate at Stapylton, Gold Coast in the Gold Coast suburb of Stapylton (4207).

The proposed development site (Lots 213) is irregular in shape, generally following the road frontage and features a more rounded western/southern boundary. The lot is located centrally within Vantage Industrial Estate.

DEVELOPMENT PROPOSAL

The proposed development seeks to establish a dual tenancy warehouse for two future users each equipped with ancillary offices. Operational Work for change to ground level is also proposed providing a topcoat of earthworks to appropriately grade the site and enable a flat and usable industrial pad.

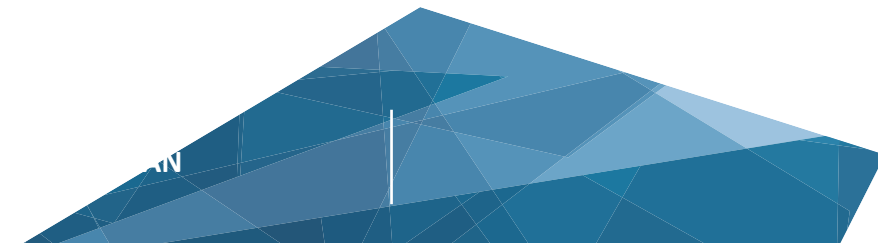
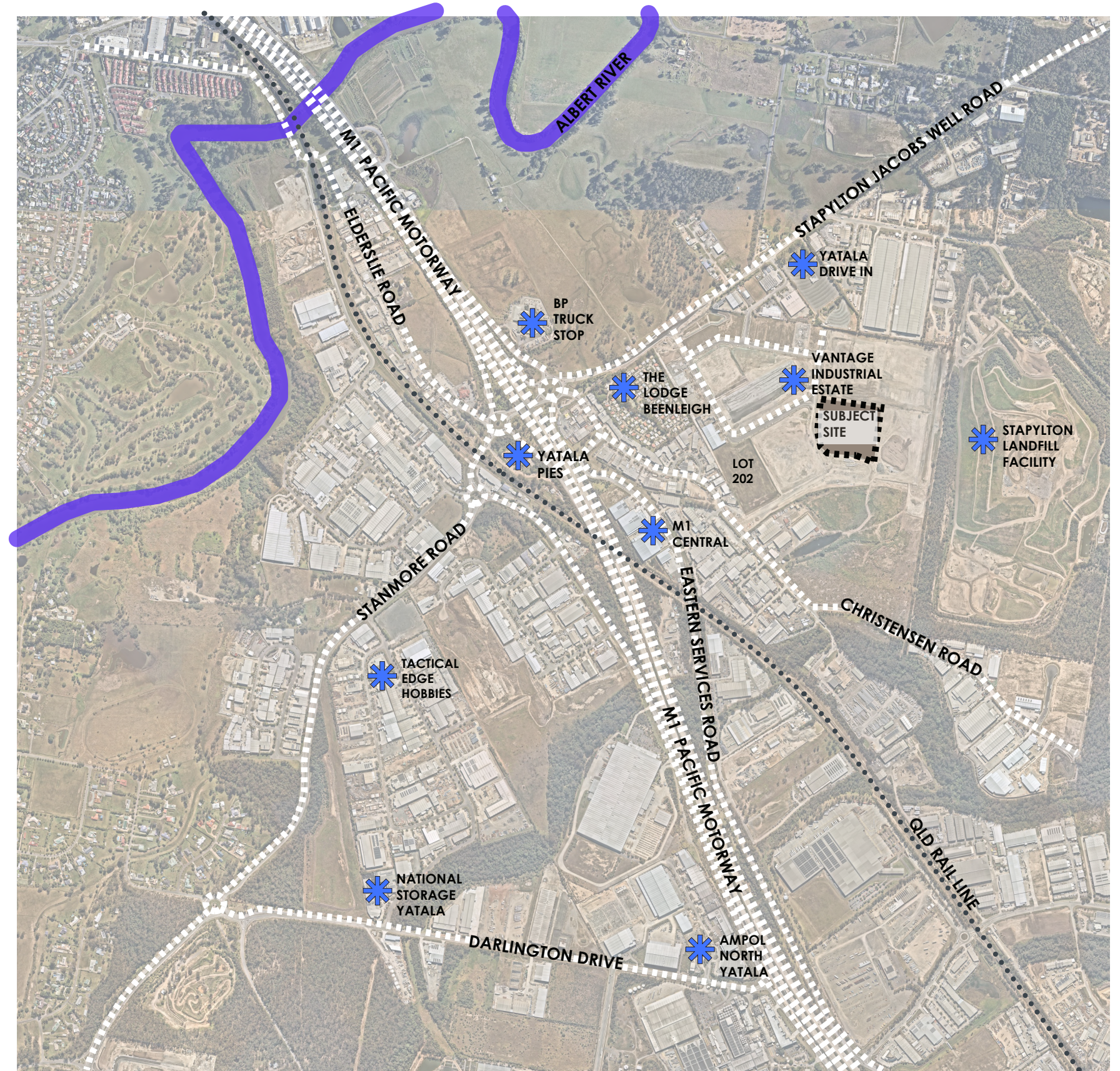
The proposed development will include the following development aspects:

- Development Permit for Material Change of use for Warehouse (with ancillary office)
- Operational Work – Change to Ground Level.

Supporting documentation to be read in conjunction with this landscape intent package, is as follows;

- Preliminary Approval, Current Decision Notice MIN/2023/142 - Gassman Development Perspectives
- Proposal Plans - Frasers Property Australia
- Code Assessment - Gassman Development Perspectives
- Traffic Impact Assessment - Rytenschild Traffic Engineering
- Acoustic Reporting - Acoustic Works
- Change to Ground Level and Engineering Design Plans - Gassman Development Perspectives
- Civil Services Report - Gassman Development Perspectives





LANDSCAPE STRATEGY

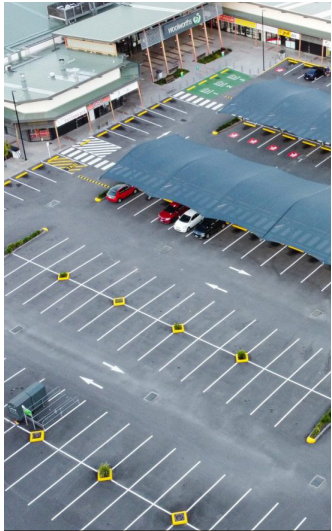
The landscape design intent for lot 213 Coastlink Court is to compliment the dual warehouses and ancillary offices that are proposed.

The design will respect the environmental aspects of responsible design, planning and construction which will respond to issues of biodiversity.

The scale and nature of landscaping materials and selected plant species will be appropriately selected to compliment the size of proposed warehouse and office structure nominated for the site, whilst being sensitive to available space.

Way finding will be promoted by using nominated hardscape and planting palettes, that will be reflected through the site's entirety. Clear view lines will further promote legibility.

Planting will be selected for suitability and tolerance to the varying site conditions. The planting scheme used is predominantly native species which has been nominated to soften the built form, compliment the surrounding natural ecosystems, minimize water usage and limit maintenance.



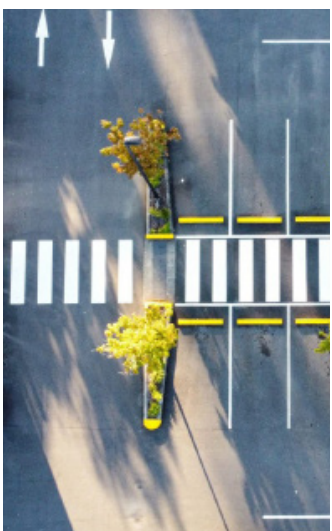
Responsible design in scale to development

To facilitate the development of functional, well serviced, amenable, and attractive warehouse. To create a sense of spaciousness defined by wide roads and buildings, and a flow of landscape between.



Integrated design

To promote a development that integrates with the surrounding environment through the use of compatible landscaping, materials, colours and building forms.



CEPTED principals

To reduce the potential for conflict between vehicle and pedestrian traffic there will be an appropriate level of separation and/or way finding throughout the site.



Way finding

Way finding will be promoted by using nominated hardscape, furnishing and planting and palettes, that will be reflected through the site's entirety. Clear view lines will further promote legibility.



Mass planting arrangement

The planting arrangement has been designed in a contemporary arrangement with mass planting of individual species. The arrangement will be laid in a three tier arrangement of Trees, shrubs and groundcovers with accent feature planting as well as cascading species to fall over retaining wall structures.



Contemporary planting arrangement

A contemporary planting arrangement consisting of groupings of endemic species will be used to screen and frame the built form, whilst highlighting entry areas, providing shade to car parking and pedestrian paths.



Use of endemic species

The proposed planting arrangement will consist of mainly Australian native species suitable for growth within South-east Queensland. The nature of such plants are more drought tolerant and most suitable for the site.



Incorporate Fraser Development Design Guidelines

The proposed built form and landscape arrangement will follow Frasers Property Investments design development guidelines for Vantage Estate, with the intent that all lots within the estate are finished to the same quality, standard and look.

LANDSCAPE INTENT PLAN

LEGEND

- Site Boundary
- Proposed Fencing 1
1.8m black palisade fencing
- Proposed Fencing 2
1.8 chain wire fencing
- Proposed Pylon Signage
- Site Triangles
Planting within this zone to remain low growing (max. 500mm in height). Groundcover species nominated, refer to planting palette on page 8 for further detail.
- Streetscape
Existing approved streetscape under OPW/2021/1370 and COM/2023/82. Should damage occur to turf, pavement, or street trees due to construction of this proposed development replacement will be required.
- Street Tree to be Removed
Existing street tree under OPW/2021/1370 and COM/2023/82 to be removed to facilitate driveway location
- Street Tree Replacement
Proposed position for new 200lt street tree to match OPW/2021/1370 and COM/2023/82
- Proposed Feature Tree Species
1000lt *Triptanopsis luscious*
- Proposed Tree Species
Refer to planting palette on page 9 for further detail.
- Proposed Shrub Species
Refer to planting palette on pages 8 and 9 for further detail.
- Proposed Groundcover Species
Refer to planting palette on page 8 for further detail.
- Proposed Retaining Wall
Refer to civil plans for further detail
- Gravel Batter
Gravel / rock treatment applied, weed mat / treatment is proposed.



Architectural elevation drawing of a building facade. The drawing shows a long, low-profile building with a gabled roof. The roof height is indicated as 31.000 RIDGE HEIGHT. The building is divided into sections with horizontal dimensions: 22575, 22575, 22575, 26340, 26340, and 26340. The total width is 146750. The building is labeled with material callouts: PREFINISHED METAL WALL CLADDING and PAINTED CONCRETE DADO PANELS. The drawing also shows a smaller building to the right with dimensions 11530 and 14600. The drawing is bounded by red dashed lines on the left and right sides.

Architectural elevation drawing of the West Elevation of a warehouse building. The drawing shows a long, low-profile structure with a gabled roof. The facade is primarily composed of prefinished metal wall cladding, with sections of mono-clad cladding at the ends. There are several large glass doors and windows, some with fritted glazing. The building is surrounded by landscaping, including trees and shrubs. Key dimensions and labels are provided: RL 31.000 RIDGE HEIGHT, RL 27.930 UNDER SIDE OF GLASS DOOR PURLIN, 146750 (total length), and various section lengths (22575, 26340). Labels include MONOCLAD CLADDING, SIGNAGE ZONE, FPI SIGNAGE ZONE, PREFINISHED METAL WALL CLADDING, and FRITTED GLAZING. The drawing is titled "WEST ELEVATION".

Architectural elevation drawing of a warehouse building. The drawing shows a long, single-story structure with a gabled roof. The roof is labeled "ZINCALUME ROOF CLADDING WITH TRANSLUCENT SHEETING". The walls are labeled "MONOCLAD CLADDING" and "PAINTED CONCRETE DADO PANELS". The building features "FRITTED GLAZING" and "BATTEN SOFFIT" on the left side, and "ROLLER SHUTTER DOORS" and "ALUMINIUM FRAMED GLAZING" on the right side. The drawing includes dimensions: a total length of 145670, a ridge height of 31.000, and a warehouse floor level (FFL) of 16.400. The drawing is bounded by a "SITE BOUNDARY" line on the right.

This architectural elevation drawing shows a long, single-story warehouse building. The drawing includes the following details and labels:

- Dimensions:**
 - Overall length: 145645
 - Segment lengths (from left to right): 9585, 11500, 11500, 11500, 11500, 11500, 11500, 11500, 11500, 11500, 11500, 11500, 9585.
 - Overall height: 14600
 - Height from gutter purlin to ridge: 3070
 - Height from warehouse FFL to gutter purlin: 11530
- Vertical Levels:**
 - RL 31.000 RIDGE HEIGHT
 - RL 27.930 UNDER SIDE OF GUTTER PURLIN
 - RL 16.400 WAREHOUSE FFL
- Structural and Material Labels:**
 - E-01:** Points to the main wall section.
 - PAINTED CONCRETE DADO PANELS:** Points to the lower wall section.
 - E-02:** Points to the eaves gutter.
 - E-03:** Points to the upper wall section.
 - PREFINISHED METAL WALL CLADDING:** Points to the upper wall section.
 - ZINCALUME ROOF CLADDING WITH TRANSLUCENT SHEETING:** Points to the roof.
 - E-07, E-05, E-04, E-06:** Points to the upper wall section.
 - MONDOCLAD CLADDING:** Points to the upper wall section.
- Other Labels:**
 - LOT-202 SITE BOUNDARY:** Indicated by a red dashed line on the left.

MATERIALS AND SOFTSCAPE GUIDE



PLANTING PALETTE

GROUNDCOVER, TUFTING GRASS AND CLIMBING SPECIES

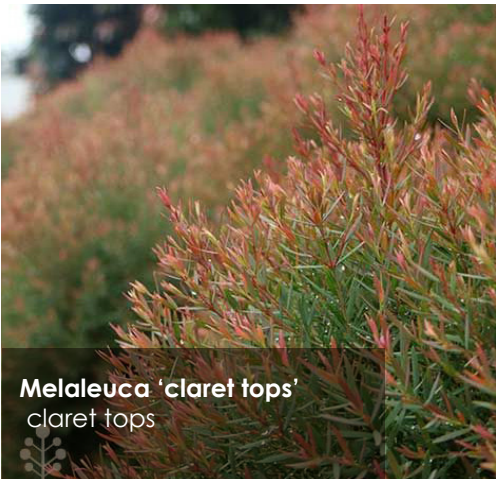


SHRUB SPECIES

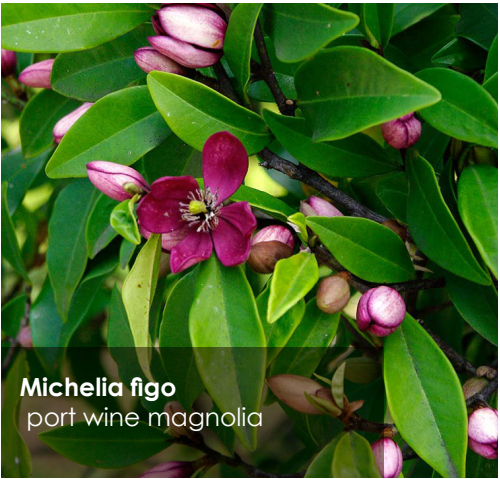


PLANTING PALETTE

SHRUB SPECIES



SCREENING SHRUB SPECIES

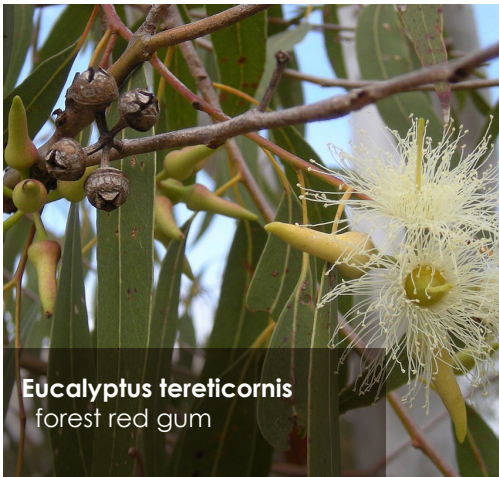


TREE SPECIES



PLANTING PALETTE

TREE SPECIES





APPENDIX F

BULK EARTHWORKS DRAWINGS



gassman
development
perspectives

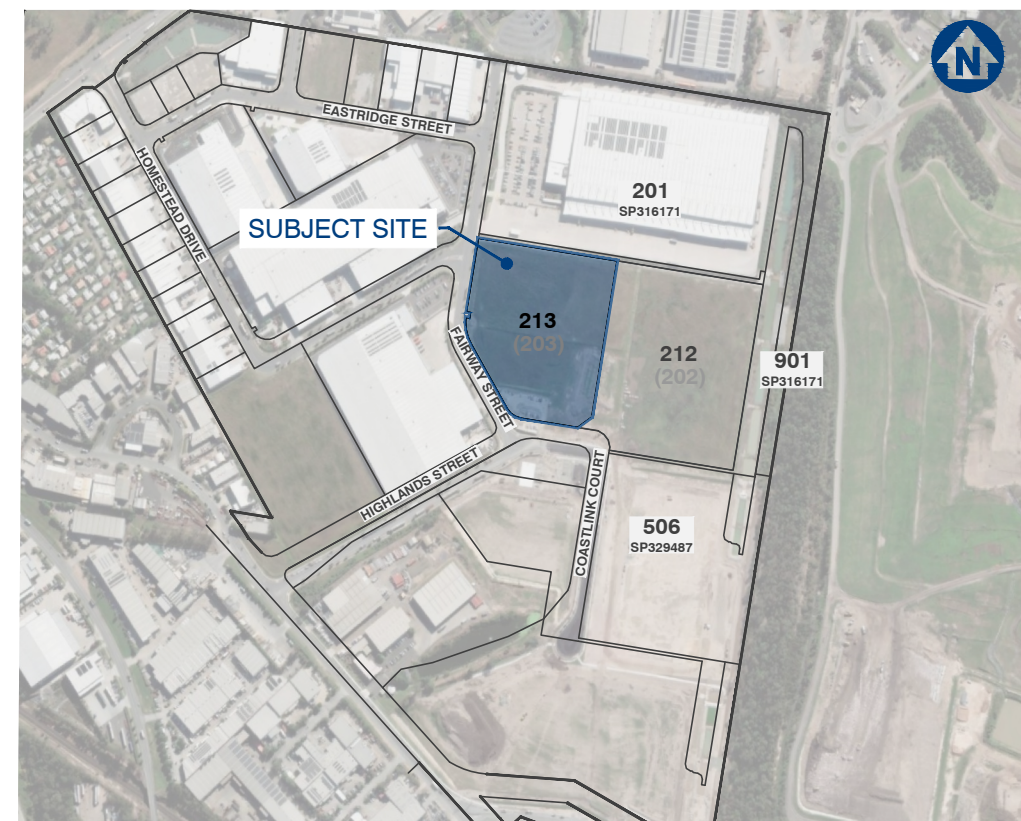
planning
environment
landscape
engineering
survey

VantageYatala

OPERATIONAL WORKS FOR CHANGE TO GROUND LEVEL LOT 213 WAREHOUSE

DRAWING INDEX

DRAWING No.	REV No.	DRAWING TITLE
6470 ENG BE 001	A	DRAWING SCHEDULE AND LOCALITY PLAN
6470 ENG BE 002	A	GENERAL NOTES
6470 ENG BE 004	A	DRAWING LEGENDS
6470 ENG BE 010	A	EXISTING SITE AND FEATURES PLAN
6470 ENG BE 050	A	SEDIMENT AND EROSION CONTROL PLAN
6470 ENG BE 051	A	SEDIMENT AND EROSION NOTES AND DETAILS
6470 ENG BE 100	A	BULK EARTHWORKS LAYOUT PLAN
6470 ENG BE 120	A	FINISHED SURFACE LAYOUT PLAN
6470 ENG BE 150	A	FINISHED SURFACE SITE SECTIONS SHEET 1 OF 2
6470 ENG BE 151	A	FINISHED SURFACE SITE SECTIONS SHEET 2 OF 2



LOCALITY PLAN

1:5000 (A1)

CLIENT

FPI QUEENSLAND PTY LTD



SITE ADDRESS

**APPROVED LOT 213 WITHIN LOT 203 ON SP329487
1 HIGHLANDS STREET, STAPYLTON, QLD 4207**

ISSUED FOR APPROVAL

DWG NO. 6397 ENG BE 001 - A

JULY 2026

G:\Projects\6470\ENGINEERING\Asad\BULK EARTHWORKS\6470 ENG BE 002.dwg

GENERAL NOTES

1. **CONTRACT DOCUMENTATION**
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE CONTRACT SPECIFICATION AND CoGC STANDARD DRAWINGS AND SPECIFICATIONS.
2. **DATUM**
LEVELS SHOWN ON THE PLANS ARE A.H.D.
3. **SURVEY SETOUT**
THE SURVEY SET OUT INFORMATION TO ALLOW THE CONTRACTOR TO ACCURATELY SET OUT THE WORKS HAS BEEN ESTABLISHED ON SITE BY THE PRINCIPAL'S SURVEYOR. THE CONTRACTOR IS NOT TO SCALE FROM THESE PLANS AS A MEANS OF OBTAINING SETOUT INFORMATION.
4. **EXISTING SURVEY CONTROL STATIONS**
IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT EXISTING SURVEY CONTROL STATIONS ARE NOT DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES. SHOULD THE CONTRACTOR IDENTIFY ANY CONFLICT BETWEEN EXISTING SURVEY CONTROL AND THE REQUIRED CONSTRUCTION ACTIVITIES THE SUPERINTENDENT IS TO BE NOTIFIED IMMEDIATELY.
5. **EXISTING SERVICES**
THE LOCATION OF EXISTING SERVICES WHERE SHOWN ON THE PLANS ARE INDICATIVE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE RELEVANT SERVICE AUTHORITIES TO ASCERTAIN THE EXACT LOCATION OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF WORKS AND TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO THE EXISTING SERVICES.
6. **SITE ACCESS**
THE CONTRACTOR SHALL ONLY GAIN ACCESS TO THE SITE VIA ACCESS LOCATIONS APPROVED BY THE SUPERINTENDENT. FREEDOM OF ACCESS TO OTHER WORK AREAS ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
7. **PROVISION FOR TRAFFIC**
PROVISION FOR TRAFFIC ON LOCAL ROADS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND CoGC COUNCIL REQUIREMENTS.
8. **WORK EXTENT**
THE CONTRACTOR IS TO RESTRICT ACTIVITIES TO THOSE AREAS DESIGNATED AS WORKS AREAS UNDER THE CONTRACT. AT NO TIME IS THE CONTRACTOR TO ENTER ADJOINING PROPERTIES OR CONTRACT AREAS WITHOUT THE WRITTEN AUTHORISATION OF THE SUPERINTENDENT.
9. **TESTING**
ALL TESTING IS TO BE CARRIED OUT BY AN APPROVED N.A.T.A TESTING AUTHORITY IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND REQUIREMENTS OF CoGC COUNCIL.
10. **"AS CONSTRUCTED" SURVEY**
"AS CONSTRUCTED" SURVEY SHALL BE CARRIED OUT BY THE PRINCIPAL'S SURVEYOR AS WORK PROCEEDS. THE CONTRACTOR IS TO PROVIDE ADEQUATE NOTICE TO THE PRINCIPAL'S SURVEYOR ON WHEN THIS IS REQUIRED TO ENSURE COMPLIANCE WITH THE REQUIREMENTS OF CoGC COUNCIL.
11. **MAINTENANCE OF SITE CONDITION**
AT THE COMPLETION OF WORKS THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT AND CoGC.

EARTHWORKS

1. **PRECEDENCE**
EARTHWORKS SPECIFICATION PREPARED BY PROJECT GEOTECHNICAL ENGINEER TO TAKE PRECEDENCE OVER STANDARD COUNCIL EARTHWORKS NOTES.
2. **TOPSOIL STRIPPING**
TOPSOIL SHALL BE STRIPPED ACROSS THE ENTIRE LIMIT OF THE EARTHWORKS CUT AND FILL AREAS AND SHALL BE STOCKPILED IN A LOCATION APPROVED BY THE SUPERINTENDENT. THE EXISTING STRATA IS TO BE TREATED IN ACCORDANCE WITH THE SPECIFICATION PRIOR TO PLACING ANY FILL.
3. **EARTHWORKS LEVELS**
EARTHWORKS LEVELS SHOWN ON THE DRAWING ARE TO FINISHED SURFACE LEVELS AND INCLUDE 100mm OF TOPSOIL. THE CONTRACTOR SHALL VERIFY BENCH MARK LEVELS AND ADVISE THE SUPERINTENDENT OF ANY DISCREPANCY BEFORE COMMENCEMENT OF CONSTRUCTION.
4. **UNDESIRABLE MATERIAL**
THE ENTIRE SITE/WORK AREAS SHALL BE CLEARED OF ALL UNDESIRABLE MATTER. THIS SHALL INCLUDE DEAD TIMBER, GRASS, OLD FOUNDATIONS, CONCRETE, MASONRY REMAINS, GARBAGE, DEBRIS AND ALL OTHER OBSTRUCTIONS TO THE WORKS UNLESS NOTED OTHERWISE. HOLES LEFT BY THE REMOVAL OF ANY OF THE ABOVE SHALL BE FILLED WITH APPROVED COMPACTED MATERIAL WITH PROPERTIES AT LEAST SIMILAR TO INSITU SOILS.
5. **COMPACTION STANDARD**
FILL MATERIAL SHALL BE COMPACTED TO THE FOLLOWING STANDARD, WHERE DRY DENSITY RATIO IS DETERMINED IN ACCORDANCE WITH AS 1289 USING STANDARD COMPACTION METHODS.

a. 100% DRY DENSITY RATIO IN COHESIVE MATERIAL OR 80% IN COHESIONLESS MATERIAL FOR ROAD SUBGRADE.

b. 98% DRY DENSITY RATIO IN COHESIVE MATERIAL OR 65% IN COHESIONLESS MATERIAL FOR ALL AREAS OTHER THAN THE ROADWAY AND BUILDING PADS.

c. 98% DRY DENSITY RATIO IN COHESIVE MATERIAL OR 70% IN COHESIONLESS MATERIAL FOR BUILDING PADS.
6. **PAVEMENT DEPTHS**
EARTHWORKS VOLUMES DO NOT INCLUDE DESIGN PAVEMENT DEPTHS AS INDICATED ON THE TYPICAL BULK EARTHWORKS ROAD SECTION.
7. **TESTING**
ALL EARTHWORKS TO BE CARRIED OUT UNDER LEVEL 1 SUPERVISION IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS 3798 UNLESS DIRECTED OTHERWISE BY THE SUPERINTENDENT. ALL COMPACTION TESTING SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A TESTING AUTHORITY.
8. **ROCK**
THE CONTRACTOR IS TO INCLUDE ROCK EXCAVATION AS PART OF THEIR EARTHWORKS RATES UNLESS SCHEDULED OTHERWISE WITHIN THE CONTRACT DOCUMENT.

8. **DAMS AND PONDS**
WHERE POSSIBLE, WATER FROM DAMS AND PONDS SHALL BE MAINTAINED AND UTILISED FOR CONSTRUCTION PURPOSES AND DUST SUPPRESSION. DAMS AND PONDS NOT TO BE RETAINED SHALL BE DEWATERED, CLEARED OF ANY FOREIGN MATTER AND ORGANIC MATERIAL WITH THIS MATERIAL TO BE REMOVED OFF SITE.
9. **RETAINING STRUCTURES**
THE DESIGN AND STRUCTURAL CERTIFICATION OF RETAINING STRUCTURES SHALL BE UNDERTAKEN BY THE CONTRACTOR'S STRUCTURAL ENGINEER (RPEQ) IN CONSULTATION WITH THE PROJECT'S CIVIL ENGINEER AND LANDSCAPE CONSULTANT. THE CONTRACTOR IS RESPONSIBLE FOR THE SUBMISSION AND APPROVAL COORDINATION OF THE ASSOCIATED DRAWINGS AND CERTIFICATION TO GCCC. A COPY OF THIS SUBMISSION IS TO BE PROVIDED TO THE SUPERINTENDENT.
10. **TOPSOIL REPLACEMENT**
ALL BATTERS AND ALLOTMENT CUT & FILL AREAS SHALL BE TOP SOILED FROM ONSITE STOCKPILES. IF DIRECTED BY THE SUPERINTENDENT THE TOPSOIL SHALL BE SCREENED PRIOR TO PLACING. THE CONTRACTOR SHALL ALLOW IN THEIR RATE FOR SCREENING AND THE DISPOSAL OF REJECT MATERIAL TO TIP OFFSITE INCLUDING ALL FEES. THE CONTRACTOR MUST ENSURE THAT THE STRIPPING SHALL BE UNDERTAKEN IN SUCH A MANNER AS TO AVOID CONTAMINATION BY OVER CUTTING. IF TOPSOIL IS CONTAMINATED BY OVER CUTTING AND DETERMINED NOT SUITABLE FOR REUSE BY THE SUPERINTENDENT, THE CONTRACTOR SHALL BEAR THE COST OF REMOVAL FROM SITE OF ALL CONTAMINATED TOPSOIL AND THE COST TO SUPPLY AND IMPORT SUITABLE TOPSOIL FOR RE-SREADING.
11. **GRASSING / SEEDING**
ALL CUT & FILL AREAS AND DISTURBED AREAS SHALL BE GRASSED OR SEEDED TO THE SATISFACTION OF THE SUPERINTENDENT.
12. **STOCKPILES**
ALL MATERIAL/SPOIL ARISING FROM WORKS ON SITE SHALL BE COMPACTED TO AN APPROPRIATE STANDARD WITHIN THE FILL AREAS OF FUTURE STAGES AS NOMINATED BY THE SUPERINTENDENT. THE CONTRACTOR IS NOT TO CREATE STOCKPILES OF SURPLUS MATERIALS UNLESS WRITTEN AUTHORIZATION IS RECEIVED FROM THE SUPERINTENDENT.

SEDIMENT AND EROSION

1. THE OBJECTIVES OF THE EROSION AND SEDIMENT CONTROL PROGRAM ARE:

a. ALLOW STORMWATER TO PASS THROUGH THE SITE IN A CONTROLLED MANNER AT NON-EROSIVE FLOW VELOCITIES.

b. MINIMISE SOIL EROSION FROM WATER AND WIND

c. MINIMISE ADVERSE EFFECTS OF SEDIMENT RUNOFF.

d. MINIMISE OR PREVENT ENVIRONMENTAL HARM ASSOCIATED WITH DISCHARGE FROM THE CONSTRUCTED SITE.

e. ENSURE THAT THE VALUE AND USE OF RESIDENTIAL AND INDUSTRIAL PROPERTIES ADJACENT TO THE DEVELOPMENT ARE NOT DIMINISHED AS A RESULT OF THE MIGRATION OF SEDIMENT FROM THE DEVELOPMENT.
2. THE EROSION AND SEDIMENT CONTROL PROGRAM SHALL COMPLY WITH THE ENVIRONMENTAL BEST ENGINEERING GUIDELINES FOR QUEENSLAND CONSTRUCTION SITES. THE CURRENT INSTITUTION OF ENGINEERS AUSTRALIA AND LOCAL AUTHORITY GUIDELINES. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO CONTROL EROSION AND DOWNSTREAM SEDIMENTATION DURING ALL STAGES OF CONSTRUCTIONS INCLUDING THE MAINTENANCE PERIOD. NOTWITHSTANDING THE FINISHED EARTHWORK DESIGN SHOWN ON THE DRAWINGS THE CONTRACTOR IS RESPONSIBLE TO IMPLEMENT ADDITIONAL SEDIMENT CONTROL MEASURES AND DEVICES USING BEST PRACTICES AS NECESSARY TO MINIMISE THE QUANTITY LEAVING THE SITE DURING CONSTRUCTION AND UPON COMPLETION OF EARTHWORKS.
3. THE CONTRACTOR IS TO FOLLOW CONSTRUCTION PHASE AS OUTLINED IN THE CONSTRUCTION SEQUENCE/SILT MANAGEMENT PROGRAM. ALL SEDIMENT CONTROL DEVICES SHALL BE MONITORED, CLEANED AND/OR REPLACED WHENEVER THE ACCUMULATED SEDIMENT REDUCES THE CAPACITY BY 50%. ALL PERIMETER BANK/SWALES SHALL HAVE UNINTERRUPTED POSITIVE GRADE TO AN OUTLET. AT ALL TIMES THE CONTRACTOR SHALL MONITOR THE PREVAILING WEATHER CONDITIONS AND PROTECT ANY DOWNSTREAM CONSTRUCTION AND GULLY INLETS. INLETS TO HAVE SILT PROTECTION IN ACCORDANCE WITH KERB INLET PROTECTION DETAIL AT LOCATIONS SHOWN OR AS INDICATED BY THE ENGINEER.
4. PRIOR TO THE COMMENCEMENT OF EARTHWORKS, THE CONTRACTOR IS TO CARRY OUT SOIL TESTING (IF REQUIRED BY SUPERINTENDENT) TO DETERMINE THE DISPERSIVE CHARACTERISTICS OF THE SOIL AND RESULTS TO BE GIVEN TO THE ENGINEERS SO THE FINALIZATION OF THE EROSION AND SEDIMENT CONTROL PLAN CAN BE COMPLETE.
5. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN LOCATIONS AGREED WITH THE SUPERINTENDENT. CLEARING OF SITE AND STOCKPILE AREAS TO BE AS DIRECTED BY THE SUPERVISING ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST AT ALL TIMES INCLUDING WEEKENDS AND PUBLIC HOLIDAYS.
6. SUITABLE ACCESS SHALL BE PROVIDED TO ALLOW MAINTENANCE OF ALL SEDIMENT CONTROL DEVICES (IT IS TO BE NOTED THAT CLEARING SHALL ONLY OCCUR IN AREAS WHERE THERE IS NO OTHER ALTERNATIVE TO GAIN ACCESS TO THE LOCATION OF THE SEDIMENT CONTROL DEVICES). APPROVAL FOR REMOVAL OF PROTECTED SITE VEGETATION MUST BE OBTAINED PRIOR TO CLEARING.
7. ROCK BUNDS TO BE PLACED AROUND ALL HEADWALLS DURING CONSTRUCTION.
8. 0.8m TURF IS TO BE PLACED BEHIND ON ALL BATTERS WITHIN PRIVATE OPEN SPACE STEEPER THAN 1:4 UNLESS OTHERWISE NOTED. THE EXTENT OF GRASSING SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE SEEDED, AS SPECIFIED, WITHIN 7 DAYS OF FINAL TRIMMING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT GRASS STRIKE RATES ARE ACHIEVED AT ON AND OFF MAINTENANCE INSPECTION IN ACCORDANCE WITH COUNCIL REQUIREMENTS.
9. TURF IS TO BE PLACED FROM BACK OF KERB TO ROAD RESERVE BOUNDARY ON ALL ROADS AFTER EARTHWORKS ARE COMPLETE.
10. GEO-FABRIC LINING OF CHANNELS AND CHECK DAMS MAY BE REQUIRED SUBJECT TO THE SITE CONDITIONS.
11. FILLING AND OR MAINTENANCE OF EXISTING AND OR SEDIMENT BASINS MAY REQUIRE FLOCCULATION.
12. BATTERS WITHIN PUBLIC OPEN SPACE TO BE VEGETATED IN ACCORDANCE WITH THE APPROVED OPEN SPACE MANAGEMENT PLAN (OSMP).
13. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CLEAN OUT GPT'S, SEDIMENT FOREBAYS AND ALL OTHER SEDIMENT CONTROL DEVICES DURING CONSTRUCTION AND PRIOR BOTH ON AND OFF MAINTENANCE INSPECTIONS WITH CoGC. THE CONTRACTOR SHALL ALLOW FOR THE COST OF THESE WORKS WITHIN THEIR SUBMITTED TENDER PRICE.

CONSTRUCTION SEQUENCE/SILT MANAGEMENT PROGRAM

1. **PRE START**

a. ERECT SITE SIGNAGE, CONSTRUCT ENTRY AND EXIT POINT AS INDICATED CONSTRUCT VEHICLE WASH-DOWN AREA AND ASSOCIATED SILT MANAGEMENT DEVICES.

b. CONSTRUCT SITE OFFICE AND STORAGE COMPOUND AREA

c. ERECT SILT FENCE AT LOW POINTS OF THE SITE AS DEMONSTRATED

d. ERECT TEMPORARY TREE PROTECTION FENCING FOR VEGETATION TO BE RETAINED IN ACCORDANCE WITH AN OPW (TREE CLEARING) APPROVAL OR IN ACCORDANCE WITH AS4970 PROTECTION OF TREES ON DEVELOPMENT SITE.

e. CONSTRUCT ROCK CHECK DAMS AND SILT FENCE DOWN STREAM OF BASIN.

f. CONSTRUCT BASIN TO FULL DEPTH.

g. CONSTRUCT BALANCE OF BASIN IN CONJUNCTION WITH CLEARING AND BULK EARTHWORKS OPERATIONS.

h. BASIN TO BE UTILISED AS A TEMPORARY SEDIMENT BASIN. DO NOT FILL IN FILTRATION MATERIAL UNTIL CONSTRUCTION OF DEVELOPMENT IS COMPLETE.
2. **CLEARING AND BULK EARTHWORKS**
THERE SHALL BE NO CLEARING OF PROTECTED SITE VEGETATION WITHOUT AN APPROVED TREE CLEARING PLAN WHICH SHALL BE IN ACCORDANCE WITH AS4970. SILT FENCE, SAND BAGS AND EARTH RILLS WITHIN ROADS TO BE ERECTED AS INDICATED OR REQUIRED DURING CLEARING & EARTHWORKS. SUPERINTENDENT TO CONFIRM THE EXTENT OF CLEARING PRIOR TO COMMENCEMENT OF WORKS.
3. **CONSTRUCTION OF SEWER/ROOFWATER/ STORMWATER/SERVICES**
EXCAVATED MATERIAL TO BE PLACED ON HIGH SIDE OF TRENCH AND TO PROTECT PIPE WORK AND DIRECT SURFACE MATERIAL AWAY FROM EXCAVATIONS. TOPSOIL AND GRASS SEED AREAS IN ALLOTMENTS IMMEDIATELY AFTER COMPLETING THE SEWER AND ROOFWATER DRAINAGE CONSTRUCTION. DEPRESS GROUND AROUND TEMPORARY FIELD INLETS TO CREATE SILT POND.
4. **CONSTRUCTION – SEDIMENT BASINS**
SEDIMENT BASIN TO BE CONSTRUCTED TO THE EARTHWORK PROFILES SHOWN. STORMWATER OUTLET PIPES TO BE TEMPORARY BLOCKED OFF UNTIL DECOMMISSIONING OF SEDIMENT BASIN (SUBSEQUENT TO CONSTRUCTION OF ALL STAGES). PLACE SPOIL FROM SEDIMENT BASIN INTO ALLOCATED AREAS AS ENGINEERED FILL IN ACCORDANCE WITH THE STAGING ORDER. SEDIMENT BASIN SHALL ONLY BE REMOVED AFTER APPROVAL BY SUPERINTENDENT AND COUNCIL.
5. **CONSTRUCTION – STOCKPILING**
TEMPORARY SILT FENCE TO BE ERECTED 5m FROM TOE OF BATTER ON LOW SIDE OF STOCKPILING. STOCKPILE SITE TO BE CLEARED OF ADJACENT PROPERTY BOUNDARIES SO AS NOT TO CAUSE NUISANCE TO ADJOINING PROPERTIES. NO STOCKPILES ARE TO BE LOCATED WITHIN THE DRIP ZONE OR STRUCTURAL ROOT ZONE OF ANY RETAINED VEGETATION.
6. **CONSTRUCTION – ROADWORKS**
SILT FENCES TO ALLOTMENTS TO BE ERECTED. KERB INLET PROTECTION TO BE PROVIDED TO ALL GULLIES.
7. **CONSTRUCTION – ALLOTMENTS**
TOPSOIL AND SEED ALLOTMENTS. SILT FENCES TO ALLOTMENTS TO BE RE-ERECTED. COVERS TO GULLY GRATES TO BE REMOVED IF THE SUPERINTENDENT INDICATE THE GRASS STRIKE IS SUFFICIENT (80% WITHIN 30 CALENDAR DAYS OF FINAL ALLOTMENT RIMMING).
8. **POST CONSTRUCTION – ALLOTMENTS**
TOPSOIL AND GRASS SEED ALL ALLOTMENTS. COVERS TO GULLY GRATES TO BE REMOVED IF THE SUPERINTENDENT INDICATES THE GRASS STRIKE IS SUFFICIENT (80% WITHIN 30 CALENDAR DAYS OF FINAL ALLOTMENT TRIMMING).
9. **POST CONSTRUCTION – BASIN**
BASIN TO CONTINUE ACTING AS SEDIMENT BASIN UNTIL COMPLETION OF ALL STAGES.
10. **POST CONSTRUCTION – ROAD RESERVES**
TOPSOIL AND TURFING IS TO BE PROVIDED BEHIND KERB.
11. **MAINTENANCE (PRE TO POST CONSTRUCTION)**
THE SILT FENCES ARE TO BE INSPECTED WEEKLY. ANY REPAIRS REQUIRED ARE TO BE EFFECTED IMMEDIATELY. SILT AFTER RAIN IS TO BE CLEANED FROM STREETS AND ALLOTMENTS IMMEDIATELY AND CORRECTIVE ACTION TAKEN TO AVOID A RE-OCCURRENCE OF THE FAILURE.
12. **BASIN CONSTRUCTION**
PRIOR TO COMMENCING CONSTRUCTION OF THE DETENTION BASIN THE DIVERSION OF SURFACE WATER FROM THE PROPOSED WORK AREAS, USING MEASURES SUCH AS OPEN DRAINS/SUMPS, ARE REQUIRED TO AID IN SITE DE-WATERING. BASIN TO CONTINUE ACTING AS SEDIMENT BASIN UNTIL 85% OF CATCHMENT CONSTRUCTION IS COMPLETE. THE CLAY FILLING FOR THE BASIN WALLS SHALL BE PLACED IN HORIZONTAL LAYERS OF 200mm THICKNESS AND COMPACTED TO DENSITY RATIO WITHIN THE RANGE 98%-102% STANDARD COMPACTION (AS 1289.5.1.1). PLACEMENT MOISTURE CONTENT SHOULD BE WITHIN THE RANGE OMC -1% TO OMC -2% (WHERE OMC = OPTIMUM MOISTURE CONTENT FOR STANDARD COMPACTION). CONTRACTOR TO PROVIDE SAFETY FENCING TO BASIN DURING CONSTRUCTION AND APPROPRIATE SIGNAGE (PERMANENT OR TEMPORARY).



planning | environment | landscape | engineering | survey
T: 3907 3333 | F: 3287 5461 | www.gassman.com.au
Gold Coast | 76 Business Street, Yatala QLD | PO Box 392, Beenleigh 4207

Client:

FPI QUEENSLAND
PTY. LTD.

Project:

PROPOSED INDUSTRIAL
FACILITY
VANTAGE, YATALA

Site Address:

1 HIGHLANDS STREET
YATALA, QLD

RPD:

Lot: APPROV. LOT 213 IN
Plan: LOT 203 ON SP329487
Local Authority: CoGC

Level Datum: -
Meridian: -
PSM: -
RL: -

FOR APPROVAL

©2012 Gassman Development Perspectives
All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the written permission of Gassman Development Perspectives.
THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH GENERAL NOTES.

Drawing Title:

GENERAL NOTES

A	10/07/26	ORIGINAL ISSUE	JH	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

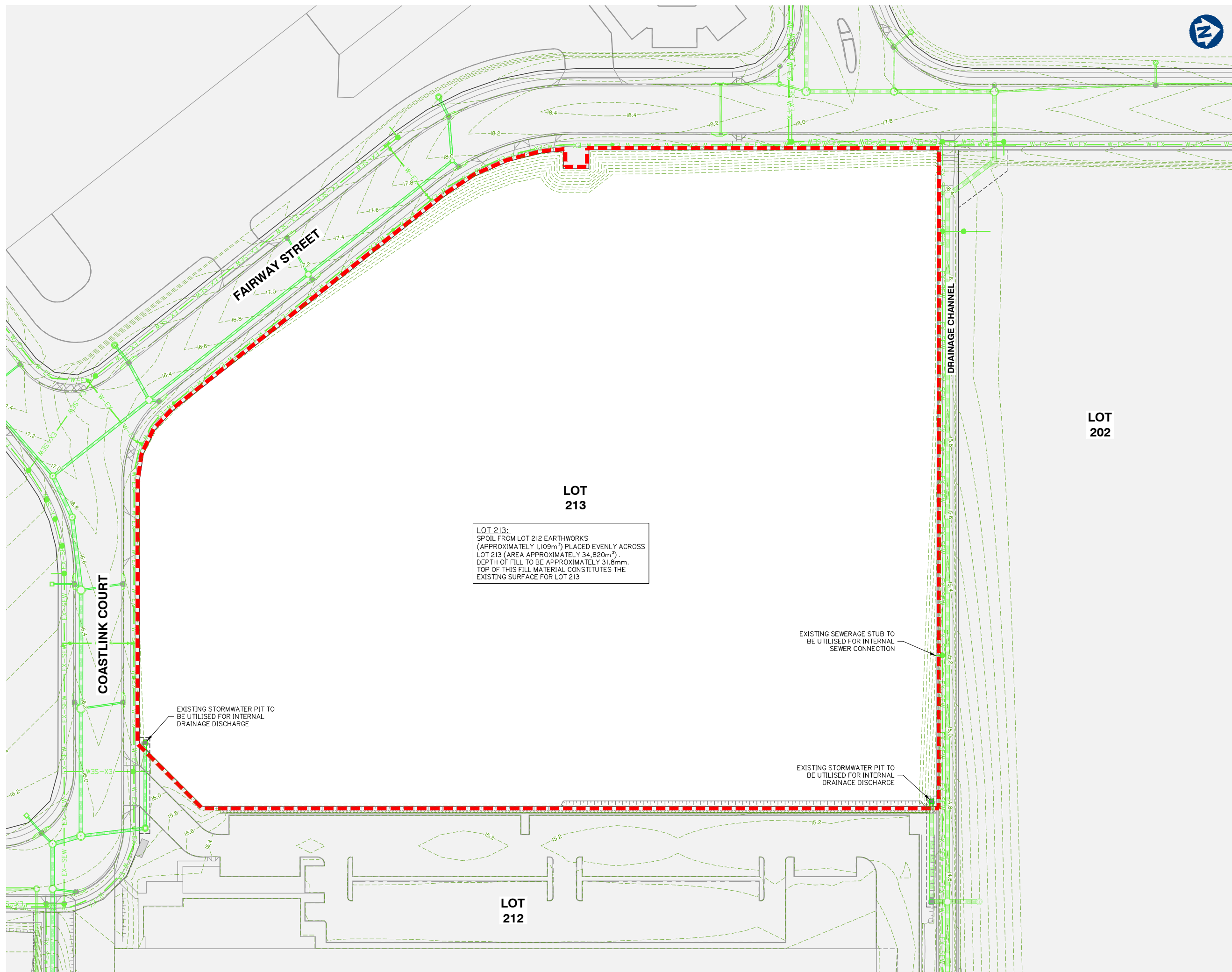
Scale:

NOT TO SCALE

PROJECT NORTH POINT

Project No. 6470	
Designed: JH	Drafted: JH
Approved:	MG
RPEQ	16939
Signed:	
Date:	10/07/2026
Drawing No:	Revision
6470 ENG BE 002	A

GENERAL NOTES



Client:

FPI QUEENSLAND
PTY. LTD.

Project:

PROPOSED INDUSTRIAL
FACILITY
VANTAGE, YATALA

Site Address:

1 HIGHLANDS STREET
YATALA, QLD

RPD:

Lot: APPROV. LOT 213 IN
Plan: LOT 203 ON SP329487
Local Authority: CoGC

Level Datum: -
Meridian: -
PSM: -
RL: -

FOR APPROVAL

©2012 Gassman Development Perspectives
All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the written permission of Gassman Development Perspectives.

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH
GENERAL NOTES.

Drawing Title:

EXISTING SITE AND FEATURES PLAN

[illegible]

A	10/07/26	ORIGINAL ISSUE	JH	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:



PROJECT NORTH POINT

Project No. 6470

Designed: JH

Drafted: JH

Approved:

MG

RPEQ

16939

Signed

M. Kelly

Date:

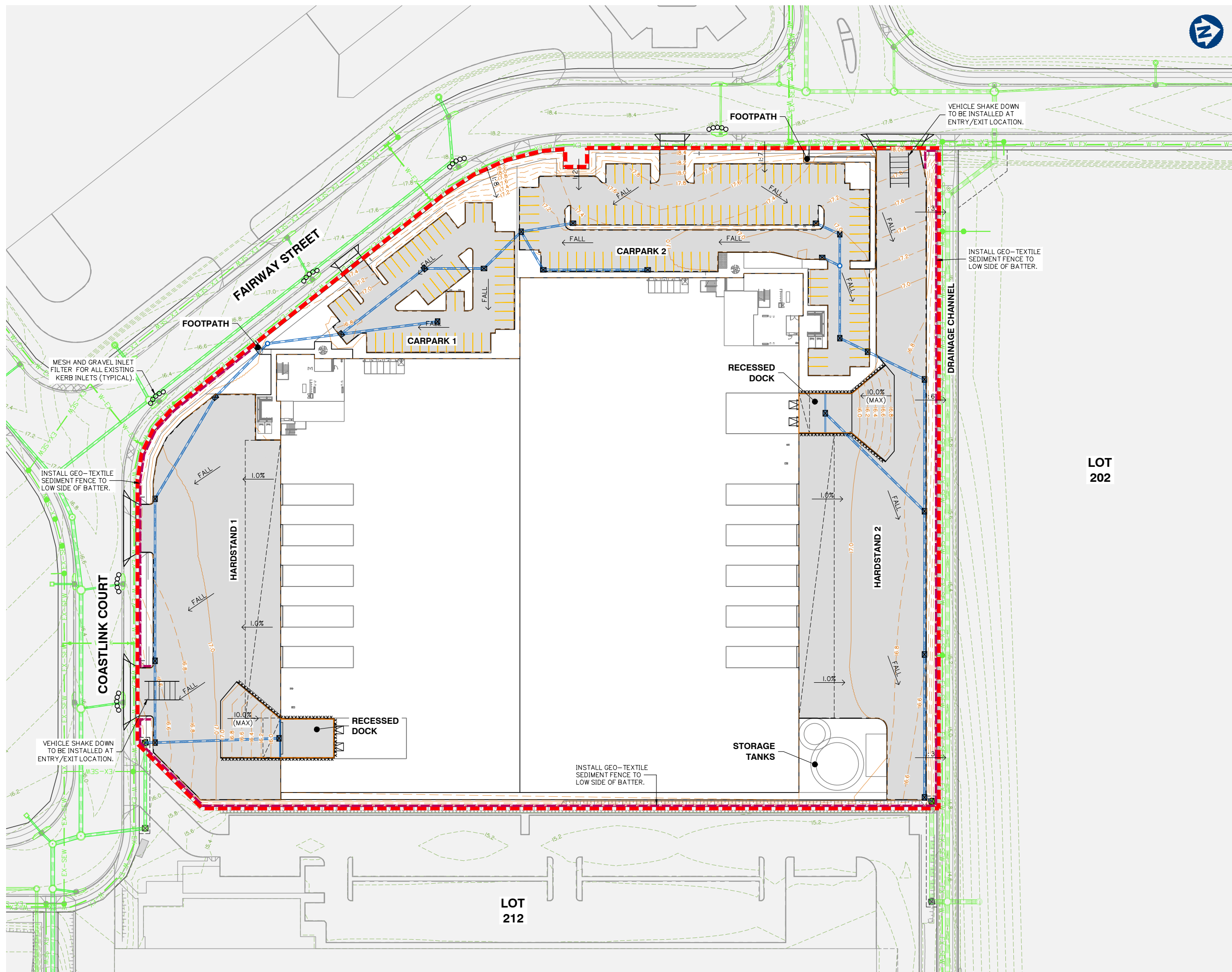
10/07/2026

Drawing No:

Revision

6470 ENG BE 010

A



Client:

FPI QUEENSLAND
PTY. LTD.

Project:

PROPOSED INDUSTRIAL
FACILITY
VANTAGE, YATALA

Site Address:

1 HIGHLANDS STREET
YATALA, QLD

RPD:

Lot: APPROV. LOT 213 IN
Plan: LOT 203 ON SP329487
Local Authority: CoGC

Level Datum:
Meridian:
PSM:
RL:

FOR APPROVAL

©2012 Gassman Development Perspectives
All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the written permission of Gassman Development Perspectives.

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH
GENERAL NOTES.

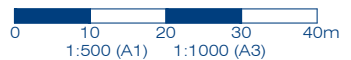
Drawing Title:

SEDIMENT AND EROSION CONTROL PLAN

[illegible]

A	10/07/26	ORIGINAL ISSUE	JH	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:



PROJECT NORTH POINT

Project No. 6470

Designed: JH

Drafted: JH

Approved:

MG

RPEQ

16939

Signed:

[Signature]

Date:

10/07/2026

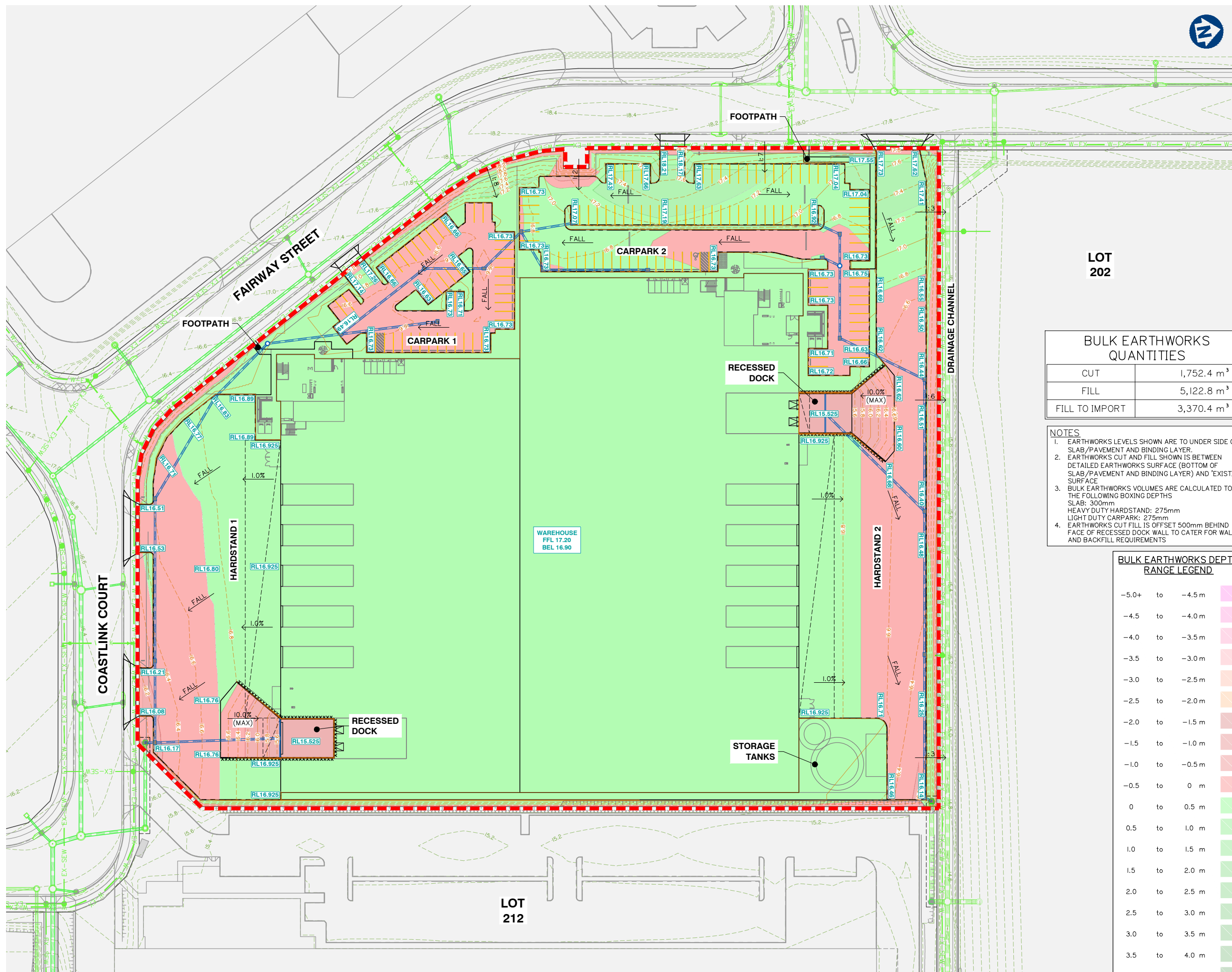
Drawing No:

Revision

6470 ENG BE 050

A

SEDIMENT AND EROSION CONTROL PLAN



Client:

FPI QUEENSLAND
PTY. LTD.

Project:

PROPOSED INDUSTRIAL
FACILITY
VANTAGE, YATALA

Site Address:

1 HIGHLANDS STREET
YATALA, QLD

RPD:

Lot: APPROV. LOT 213 IN
Plan: LOT 203 ON SP329487
Local Authority: CoGC

Level Datum
Meridian:
PSM:
RL:

FOR APPROVAL

©2012 Gassman Development Perspectives
All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the written permission of Gassman Development Perspectives.

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH
GENERAL NOTES.

Drawing Title

BULK EARTHWORKS LAYOUT PLAN

[illegible]

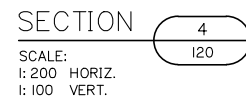
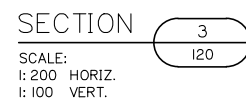
A	10/07/26	ORIGINAL ISSUE	JH	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:



PROJECT NORTH POINT

Project No. 6470	
Designed: JH	Drafted: JH
Approved:	MG
RPEQ	16939
Signed:	
Date:	10/07/2026
Drawing No: 6470 ENG BE 100	
	Revision: A



Client:

FPI QUEENSLAND
PTY. LTD.

Project:

PROPOSED INDUSTRIAL
FACILITY
VANTAGE, YATALA

Site Address:

1 HIGHLANDS STREET
YATALA, QLD

RPD:

Lot: APPROV. LOT 213 IN
Plan: LOT 203 ON SP329487
Local Authority: CoGC

Level Datum: -
Meridian: -
PSM: -
RL: -

FOR APPROVAL

©2012 Gassman Development Perspectives
All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the written permission of Gassman Development Perspectives.

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR.
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH
GENERAL NOTES.

Drawing Title:

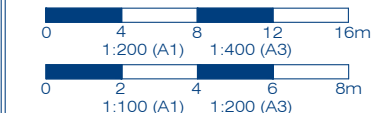
FINISHED SURFACE
SITE SECTIONS
SHEET 2 OF 2

[illegible]

A	10/07/26	ORIGINAL ISSUE	JH	MG
Rev	Date	Description	DRN	CHK

DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.	A1 UNREDUCED
CULVERT AND PIPE SIZES IN MILLIMETRES	A3 REDUCED

Scale:



PROJECT NORTH POINT

Project No. 6470	
Designed: JH	Drafted: JH
Approved:	MG
RPEQ	16939
Signed:	
Date:	10/07/2026
Drawing No: Revision	
6470 ENG BE 151 A	



APPENDIX G

CIVIL SERVICES REPORT



gassman
development
perspectives

planning
environment
landscape
engineering
survey

VantageYatala



ENGINEERING SERVICES REPORT

DEVELOPMENT APPLICATION
REQUESTING DEVELOPMENT PERMIT
FOR MATERIAL CHANGE OF USE FOR
WAREHOUSE AND ANCILLARY
OFFICES AND OPERATIONAL WORK
(CHANGE TO GROUND LEVEL)

ADDRESS

1 Highlands Street, Stapylton QLD 4207

REAL PROPERTY DESCRIPTION

203 on SP329487 (Approved Lot 213)

PREPARED FOR

FPI Queensland Pty Ltd

JULY 2026



gassman
development
perspectives

project coordination
urban + regional planning
landscape + urban design
engineering services
environmental management
visualisation + spatial services
surveying services
advisory services

“IMPORTANT NOTE”

Apart from fair dealing for the purposes of private study, research, criticism, or review as permitted under the Copyright Act, no part of this report, its attachments or appendices may be reproduced by any process without the written consent of Gassman Development Perspectives Pty Ltd.

We have prepared this report for the sole purposes of FPI Queensland Pty Ltd (“Client”) for the specific purpose of an Engineering Services Report (“Purpose”). This report is strictly limited to the Purpose and the facts and matters stated in it and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter.

In preparing this report we have made certain assumptions. We have assumed that all information and documents provided to us by the Client or as a result of a specific request or enquiry were complete, accurate and up-to-date. Where we have obtained information from a government register or database, we have assumed that the information is accurate. Where an assumption has been made, we have not made any independent investigations with respect to the matters the subject of that assumption. We are not aware of any reason why any of the assumptions are incorrect.

This report is presented without the assumption of a duty of care to any other person (“Third Party”) other than the Client. The report may not contain sufficient information for the purposes of a Third Party or for other uses. Without the prior written consent of Gassman Development Perspectives Pty Ltd:

- a) This report may not be relied on by a Third Party; and
- b) Gassman Development Perspectives Pty Ltd will not be liable to a Third Party for any loss, damage, liability or claim arising out of or incidental to a Third-Party publishing, using or relying on the facts, content, opinions or subject matter contained in this report.

If a Third Party uses or relies on the facts, content, opinions or subject matter contained in this report with or without the consent of Gassman Development Perspectives Pty Ltd, Gassman Development Perspectives Pty Ltd disclaims all risk and the Third Party assumes all risk and releases and indemnifies and agrees to keep indemnified Gassman Development Perspectives Pty Ltd from any loss, damage, claim or liability arising directly or indirectly from the use of or reliance on this report.

In this note, a reference to loss and damage includes past and prospective economic loss, loss of profits, damage to property, injury to any person (including death) costs and expenses incurred in taking measures to prevent, mitigate or rectify any harm, loss of opportunity, legal costs, compensation, interest and any other direct, indirect, consequential or financial or other loss.

GDP DOCUMENT CONTROL

Originating Office:	Gold Coast	Job Number:	6470
Physical Address:	76 Business Street Yatala. Q. 4207	Project Manager:	Mitchell Gassman
Postal Address:	PO Box 392 Beenleigh. Q. 4207	Document Title:	Engineering Services Report
Phone:	+61 7 3807 3333	Author:	Mitchell Gassman
Fax:	+61 7 3287 5461	Client:	FPI Queensland Pty Ltd
Email:	mail@gassman.com.au	Client Contact:	James Jarimba
Web:	www.gassman.com.au	Client Reference:	N/A

Revision / Checking History

No.	Author	Reviewer
DRAFT	Mitchell Gassman	Mitchell Gassman
1	Mitchell Gassman	Mitchell Gassman

Approval for Issue

Rev. No.	Name	Position	Signature	Date
1.	Mitchell Gassman	Civil Project Engineer RPEQ 16939		10 th July 2026

Final Distribution

FPI Queensland Pty Ltd (Client)	1 electronic copy
Council of the City of Gold Coast (Assessment Manager)	1 electronic copy
GDP File	1 electronic copy

TABLE OF CONTENTS

1.0	INTRODUCTION	5
2.0	SITE DESCRIPTION	6
2.1	SITE LOCATION	6
2.2	LAND ENCUMBRANCES	6
2.3	EXISTING LAND USES.....	6
2.4	TOPOGRAPHY	7
2.5	EXISTING VEGETATION	7
2.6	CONTAMINATED LAND	7
3.0	EARTHWORKS	7
4.0	ROADWORKS AND ACCESS.....	7
5.0	INFRASTRUCTURE SERVICES.....	8
5.1	SEWERAGE	8
5.2	WATER SUPPLY.....	9
6.0	SITE BASED STORMWATER MANAGEMENT.....	10
6.1	STORMWATER QUANTITY	11
6.2	STORMWATER QUALITY.....	12
7.0	CONCLUSION	12
	APPENDIX A – LOT 213 SITE PLAN - PROPOSED INDUSTRIAL DEVELOPMENT.....	13
	APPENDIX B – LOT 213 CIVIL SERVICING STRATEGY PLAN	14
	APPENDIX C – LOT 213 DETAILED EARTHWORKS STRATEGY PLAN	15

1.0 INTRODUCTION

Gassman Development Perspectives (GDP) has been engaged by FPI Queensland Pty Ltd (Client) to prepare an Engineering Services Report over Lot 203 on SP329487 (approved Lot 213), 1 Highlands Street, Stapylton requesting a development permit for the following development aspects:

- Material Change of Use for Warehouse and an ancillary office; and
- Operational Work for Change to Ground Level.

The proposal seeks to establish a dual tenancy warehouse for two future users each equipped with ancillary offices on Lot 203 (approved Lot 213), located within Stage 2 of the Vantage Industrial Estate. Operational Work for change to ground level is also proposed to appropriately grade the site and enable a flat and useable industrial pad tailored to the warehouse design.

An extract of the proposed development is shown within **Figure 1.1** below. The purpose of this report is to supply information relating specifically to civil engineering infrastructure, services and issues over the subject site and how the proposed industrial facility can be managed through either the use of existing and or OPW-approved infrastructure currently within Vantage Stages 2A and 2B.

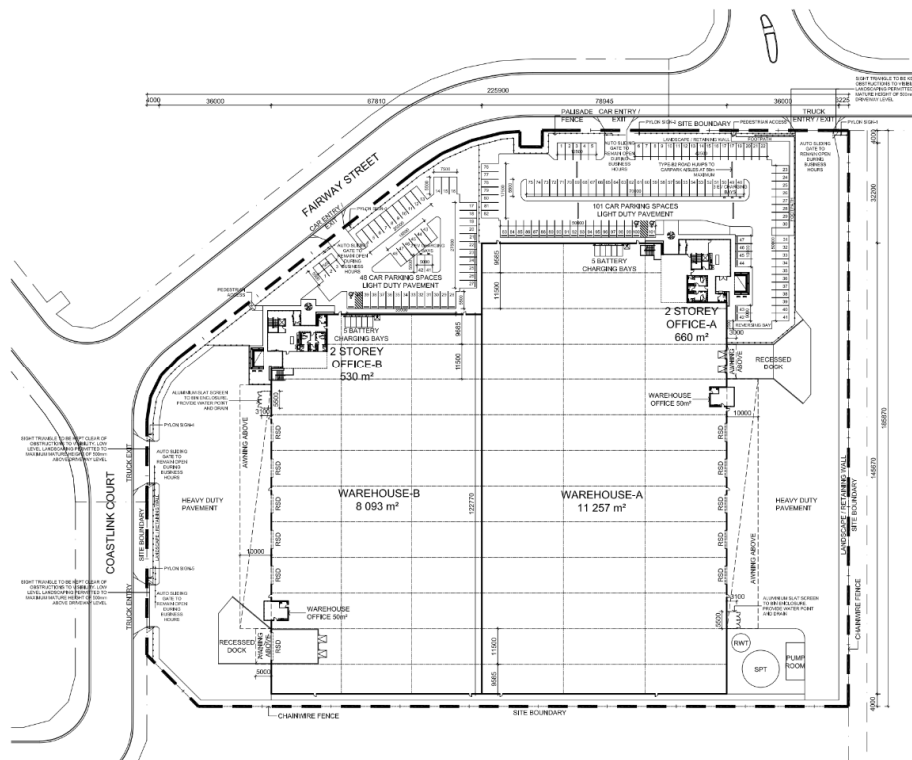


Figure 1.1: Proposed Plan of Development, Source: FPI Site Plan

2.0 SITE DESCRIPTION

2.1 SITE LOCATION

The subject site is located within the City of Gold Coast Council's (Council) local government boundaries, in Council's "Future Medium Impact Industry" zone precinct. The subject site is bounded by existing industrial lots to the north, Council's existing landfill site to the east and an existing Industrial Collector Streets, Fairway Street and Coastlink Court to the remaining frontages (refer to **Figure 2.1**).

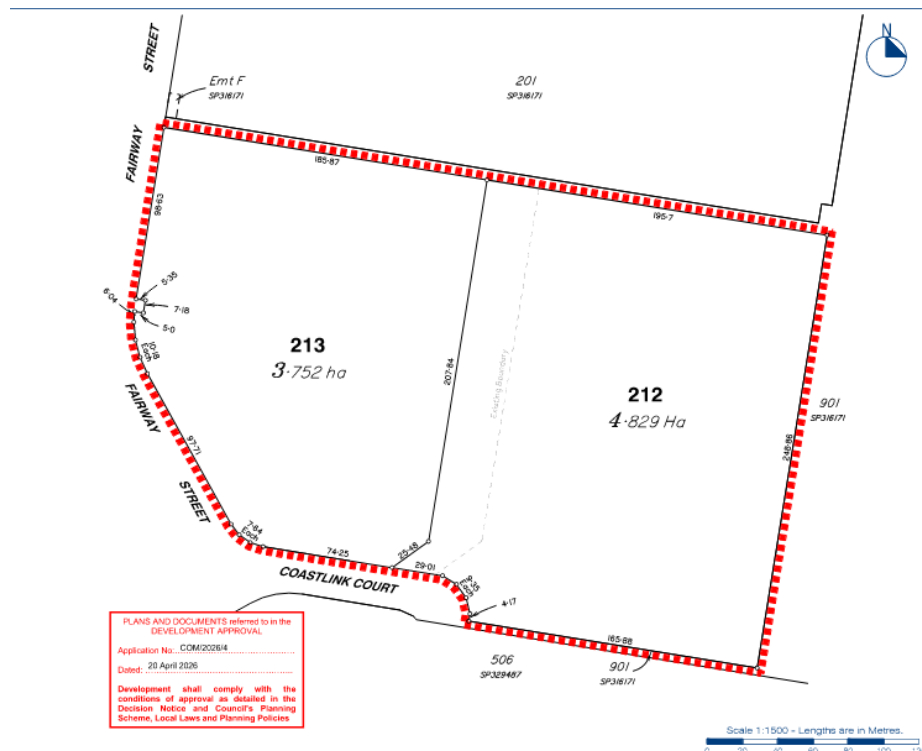


Figure 2.1: Approved Lot Layout, Source: MIN/2023/142 (GDP File, 2025)

2.2 LAND ENCUMBRANCES

There are no existing encumbrances over the subject site.

2.3 EXISTING LAND USES

The subject land is currently vacant, cleared, and with bulk earthworks and civil construction completed as part of deliver of Stage 2B of the Vantage Yatal industrial estate. There are minor earthworks and retaining wall works being completed as part of the approval of new Lots 212 and 213 (realigned existing Lots 202 and 203) under Council Ref: COM/2026/4.

2.4 TOPOGRAPHY

Proposed Lot 213 is generally flat (1V:200H grade) and serviced industrial lot which grades to the eastern boundary interfacing with proposed Lot 212.

2.5 EXISTING VEGETATION

The subject site is clear of vegetation.

2.6 CONTAMINATED LAND

The subject site is not known to be contaminated.

3.0 EARTHWORKS

Due to the original topography of the development site major bulk earthworks have been undertaken as part of Stage 2 of the development to provide generally flat pads suitable for the intended industrial use based on the ROL-approved lot layout.

A further detailed bulk earthworks strategy has been developed specifically for the intended land use over the proposed Lot 213 extent by Gassman Development Perspectives in order to establish suitable grades for access, hardstand and carparking along with suitable collection and outfall of stormwater drainage in line with the development's overarching SWMP. A copy of the detailed bulk earthworks strategy and site grading is contained within **Appendix C** of this report.

4.0 ROADWORKS AND ACCESS

Stage 2 of Vantage Yatala which contains proposed Lot 213 gains access via two (2) locations being the existing approved road network State-controlled Stapylton Jacobs Well Road via a signalised intersection along with a secondary connection to the local road network (Christensen Road) through recently constructed Stage 2A of the development. Due to the subject site's proximity to Exit 38 of the M1 Motorway the conceptual design of the Christensen Road external intersection has included access provisions for A-Double vehicular movements into the development.

In accordance with the superseded planning scheme approval in place over the development site, the public road network fronting proposed Lot 213 (Coastlink Court) has been constructed in accordance with the typical cross section shown on Council standard drawing 05-02-004 for an Industrial Collector Street (refer **Figure 4.1** below). The development's road geometry is designed and constructed to accommodate A-Double vehicular movements.

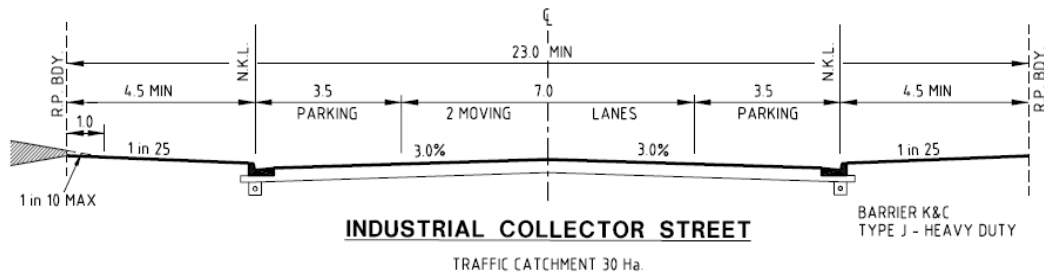


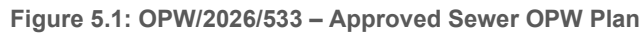
Figure 4.1: Proposed Internal Roads Cross Section, Source: CoGC Std Dwg 05-02-004

Proposed Lot 213 and its intended industrial facility has a wide frontage to the constructed Coastlink Court and Fairway Street as demonstrated within the proposed site plan contained within **Appendix A**. All proposed vehicular crossovers are located in compliant locations and sized to suit the industrial nature in which they will be used. The proposed finished surface levels for the warehouse shown in **Appendix B** ensure compliant grades are achieved throughout the proposed warehouse carparks and surrounding hard stand areas as per AS2890.2 Off-street commercial vehicle facilities.

5.0 INFRASTRUCTURE SERVICES

5.1 SEWERAGE

Due to the current boundary realignment approval (Council Ref: COM/2026/4), the existing sewer property connection for lot 203 (No. 2 Coastlink) need to be augmented to ensure a suitable connection for the new Lot 213 extent is provided. The relocation of the sewer connection to suit approved Lot 213 has been approved by Council via OPW/2026/533 dated 10 June 2026 which will ensure a suitable 150mm diameter sewer property connection is in place for the proposed development ahead of commencement of use. demonstrates the location of the approved property connection below.



5.2 WATER SUPPLY

The proposed industrial facility within approved Lot 213 has the ability to connect to the existing 150mm diameter potable reticulation main running the entire length of subject lot's frontage to Fairway Street and Coastlink Court as demonstrated in **Figure 5.2** below.

Suitable spatial provisions for the location of the above ground water meters and their associated access easement requirements needed to service the subject lot from a potable and fire main perspective. The proposed connection location is noted within the Engineering Servicing Strategy Plan contained within **Appendix B**.

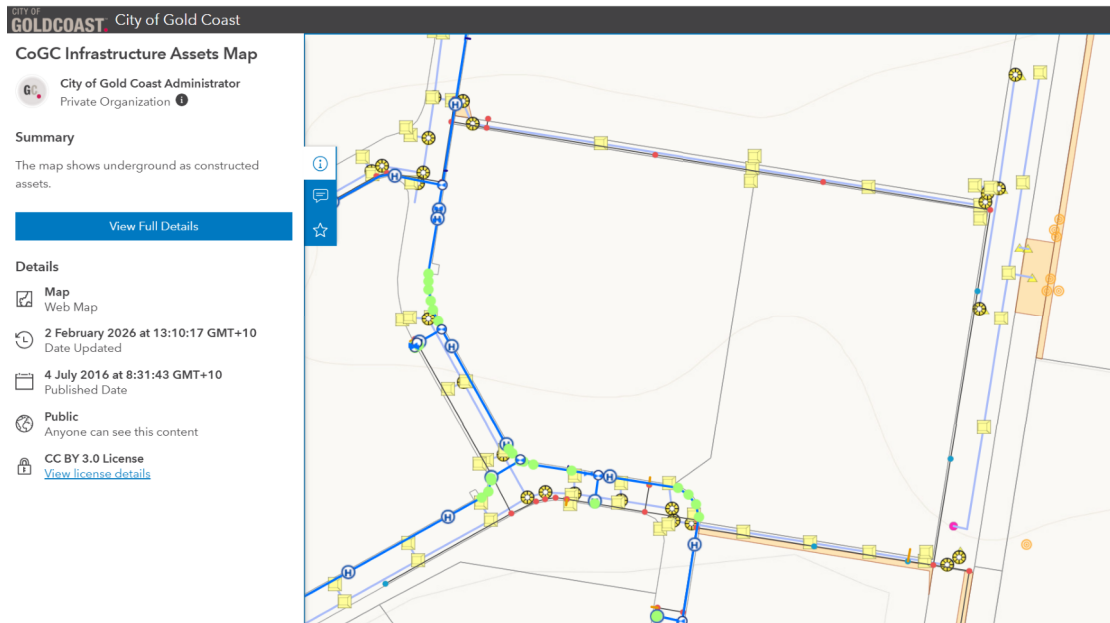


Figure 5.2: CoGC Infrastructure Assets Map

5.3 ELECTRICITY AND TELECOMMUNICATIONS

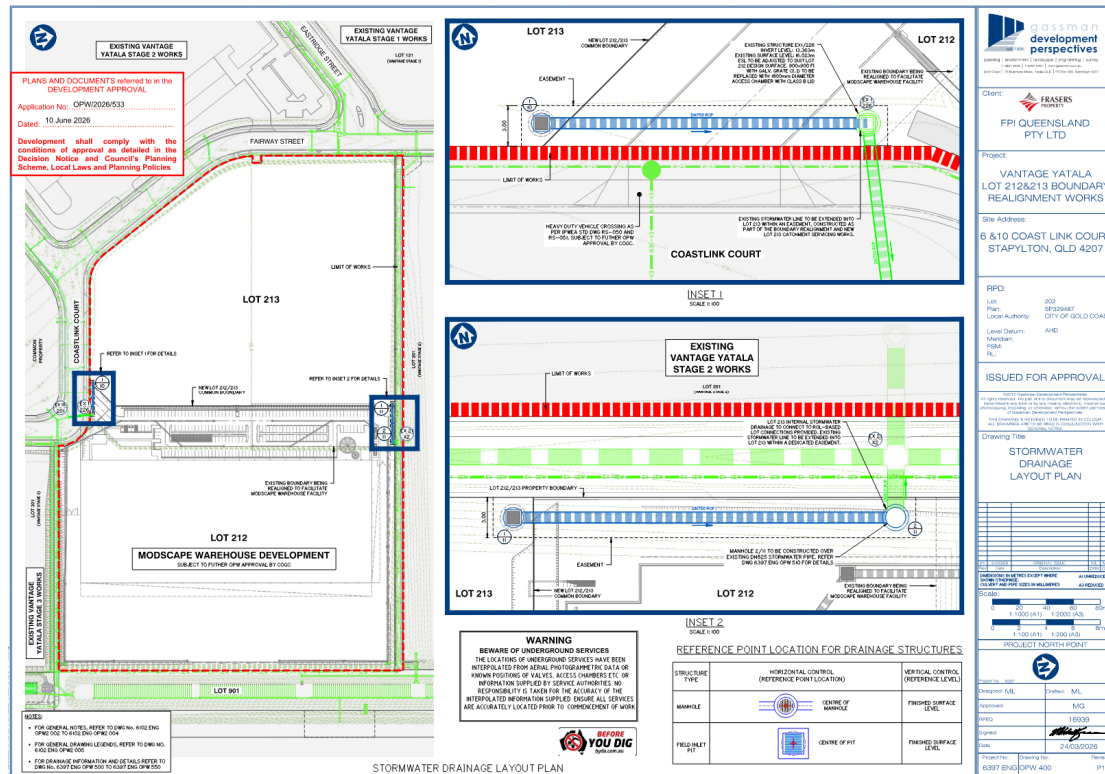
Stage 2 of the Vantage Yatala industrial development has underground reticulated electrical and telecommunications (NBN) networks approved and constructed by the relevant service authorities including electrical and communications reticulation to road verge frontages of approved Lot 213.

The adequacy of this infrastructure in its current form along with the necessity for any augmentation or upgrades to cater for the proposed use will be confirmed through the detailed design process by the appointed electrical consultant.

6.0 SITE BASED STORMWATER MANAGEMENT

A stormwater drainage network will be constructed within the approved Lot 213 extent to ensure the proposed warehouse facility and associated hardstand areas discharge to the existing two (2) Legal Points of Discharge (LPoD) along the eastern boundary of the allotment. A preliminary layout of this internal network and how it connects to the existing Vantage Yatala stormwater drainage network reflective of the existing and approved catchments of the proposed lot is shown on the Civil Servicing Strategy Plan contained within **Appendix B**.

It is noted that due to the approved boundary realignment required to facilitate new Lots 212 and 213. The existing stormwater lines servicing existing Lot 203 are approved via OPW/2026/533. This augmentation of the stormwater drainage network is shown on the Civil Servicing Strategy Plan contained within **Appendix B** and **Figure 5.3** below



6.2 STORMWATER QUALITY

A suitable stormwater treatment drain was implemented as part of the construction of Vantage Stage 1. A Site Based Stormwater Management Plan (SWMP) has been prepared by Gassman Development Perspectives (Version 5, dated 31st May 2022) and approved by Council as part of the Reconfiguration of Lot approval covering existing Lots 202 and 203 within the development (Council Ref: MIN/2023/142) outlining how all necessary steps to ensure that the quality of stormwater discharging from the subject site meets the necessary standards to comply with City of Gold Coast Council's Water Sensitive Urban Design (WSUD) requirements, Queensland Urban Drainage Manual (QUDM) and the performance objectives of the Queensland State Planning Policy (SPP). This SWMP demonstrates stormwater quality measures for the development are to be implemented at a regional level. The development form proposed under this application is consistent with the assumptions made within the estate-based, approved SWMP.

7.0 CONCLUSION

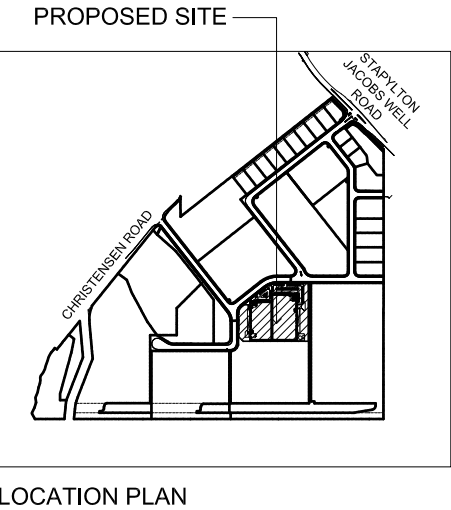
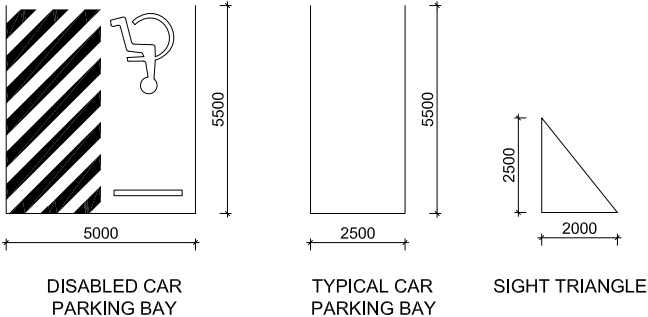
Gassman Development Perspectives have prepared this Engineering Services Report to support an application for a Development Permit for a Material Change of Use for Warehouse and an ancillary office over Lot 203 on SP329487 (approved Lot 213) within the Vantage Yatala industrial estate which outlines the civil servicing requirement of the land use can be undertaken through the construction of Civil Engineering infrastructure and services that meet the requirements of City of Gold Coast City Council's Land Development Guidelines and associated Australian Standards.

Appendix A – Lot 213 Site Plan - Proposed Industrial Development

REV	DESCRIPTION	DATE
A	PRELIMINARY	09.06.26
B	WAREHOUSE-A CARPARK UPDATE	29.06.26
C	WAREHOUSE-A CARPARK UPDATE, ISSUE FOR DA	01.07.26

DEVELOPMENT SUMMARY

SITE AREA	37546 m ²
WAREHOUSE-A (Including Dock Office 50m ²)	11257 m ²
2 STOREY OFFICE-A	660 m ²
WAREHOUSE-B (Including Dock Office 50m ²)	8093 m ²
2 STOREY OFFICE-B	530 m ²
TOTAL BUILDING AREA	20540 m²
CAR PARKING PROVIDED	149
AWNING	1682 m ²
HEAVY DUTY PAVEMENT	8419 m ²
LIGHT DUTY PAVEMENT	4372 m ²
EFFICIENCY	54.7 %
SITE COVER (Ground Floor Building + Awning / Site Area)	57.8 %



LOCATION PLAN

FOR DEVELOPMENT APPLICATION

	JOB	DATE	
	Q25-001A-DA-002	01.07.26	
	SCALE	DRN.	REV.
1:500 @ A1	MS	C	

SITE PLAN

PROPOSED INDUSTRIAL DEVELOPMENT

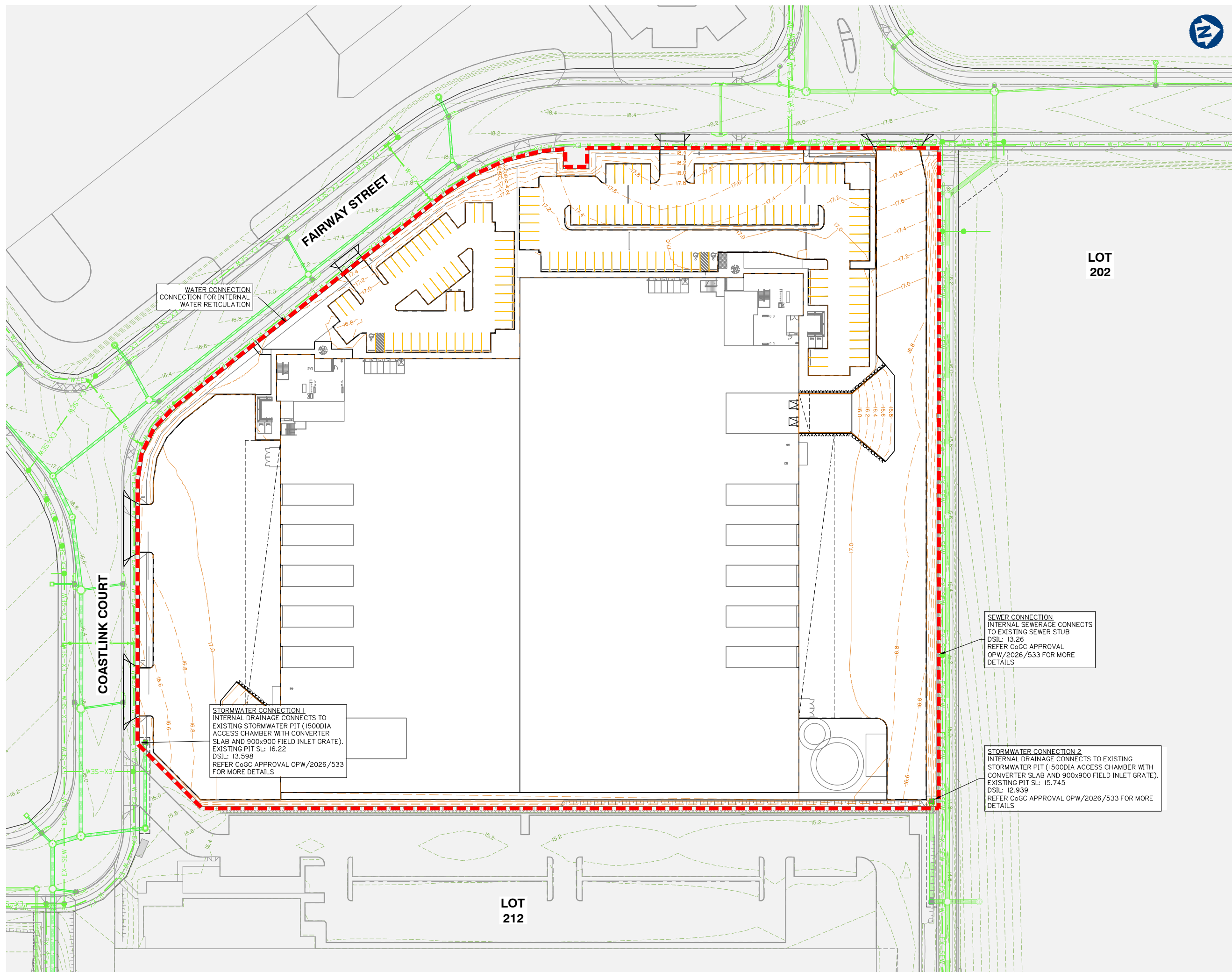
LOT 213 COASTLINK COURT, 'VANTAGE YATALA'
STAPYLTON, QUEENSLAND

© 2026 FRASERS PROPERTY INDUSTRIAL
This document is confidential and is subject to copyright. It may not be copied, used, reproduced or transmitted in any way or in any form without the express permission of Frasers Property Industrial. Areas written on drawings are approximate only and are subject to confirmation by survey.

FRASERS PROPERTY INDUSTRIAL
LEVEL 8, 97 BOUNDARY STREET,
WEST END, QLD 4101
P +61 7 3249 7400



Appendix B – Lot 213 Civil Servicing Strategy Plan



Client:

FPI QUEENSLAND
PTY. LTD.

Project:

PROPOSED INDUSTRIAL
FACILITY
VANTAGE, YATALA

Site Address:

1 HIGHLANDS STREET
YATALA, QLD

RPD:

Lot: 213
Plan: SP329487
Local Authority: CoGC

Level Datum: -
Meridian: -
PSM: -
RL: -

FOR APPROVAL

©2012 Gassman Development Perspectives
All rights reserved. No part of this document may be reproduced or
transmitted in any form or by any means, electronic, mechanical,
photocopying, recording, or otherwise, without the written permission
of Gassman Development Perspectives.

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH
GENERAL NOTES.

Drawing Title:

ENGINEERING SERVICES LAYOUT PLAN

[illegible]

A	10/07/26	ORIGINAL ISSUE	JH	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

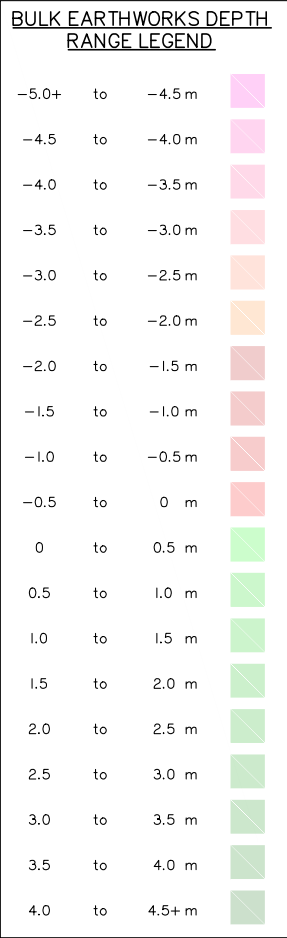
Scale:



PROJECT NORTH POINT

Project No. 6470	
Designed: JH	Drafted: JH
Approved:	MG
RPEQ	16939
Signed:	
Date:	10/07/2026
Drawing No: 6470 ENG ESR 001	
	Revision A

Appendix C – Lot 213 Detailed Earthworks Strategy Plan





APPENDIX H

ACOUSTIC IMPACT ASSESSMENT



1985

gassman
development
perspectives

planning
environment
landscape
engineering
survey

VantageYatala



Proposed Warehouse Development
Lot 213 Coastlink Court
Stapylton

ACOUSTIC REPORT



Client:

Frasers Property
ATTN: James Jarimba

Reference:

2026249 R01B Lot 213 Vantage Yatala Estate ENV.docx

Date Issued:

7th July 2026

Document Information

Contact Details

Acoustic Works
Unit 17/10 Benson Street
Toowong QLD 4066
(07) 3393 2222
ABN: 56 157 965 056

PO Box 4066
Toowong
QLD 4151

Greg Pearce
Email: gpearce@acousticworks.com.au

Mark Enersen
Email: menersen@acousticworks.com.au

Report Register

Date	Revision	Author	Reviewer
9/06/2026	R01A	Marco Scoca	Greg Pearce
7/07/2026	R01B	Marco Scoca	Greg Pearce

Disclaimer

Reports produced by Acoustic Works are prepared for a particular Client’s objective and are based on a specific scope, conditions and limitations, as agreed between Acoustic Works and the Client. Under no circumstances shall information and/or report(s) prepared by Acoustic Works be used by other parties other than the Client without first obtaining written permission from Acoustic Works.

TABLE OF CONTENTS

1.Introduction	4
2.Site Description	4
2.1 Site Location	4
2.2 Proposal	5
2.3 Acoustic Environment	5
3.Equipment	5
4.Receivers and Noise Monitoring	6
4.1 Receiver Locations.....	6
4.2 Unattended Ambient Noise Monitoring.....	7
5.Measured Noise Levels	7
5.1 Ambient Noise Levels.....	7
6.Noise Criteria.....	8
6.1 Environmental Noise Criteria.....	8
6.1.1 Acoustic Quality Objectives	8
6.1.2 Background Creep.....	8
6.1.3 Sleep Disturbance Criteria	8
7.Onsite Activities	9
7.1.1 Acoustic Quality Objectives	9
7.1.2 Background Creep.....	10
7.1.3 Sleep Disturbance Criteria	11
8.Recommendations.....	12
8.1 Onsite Activities.....	12
8.1.1 Onsite Mechanical Plant.....	12
9.Conclusion	12
10. Appendices	13
10.1 Development Plans.....	13
10.2 Noise Monitoring Charts.....	17

TABLE INDEX

<i>Table 1: Measured ambient noise levels – all time periods.....</i>	<i>7</i>
<i>Table 2: Acoustic Quality Objectives at Noise Sensitive Properties.....</i>	<i>8</i>
<i>Table 3: Background creep noise limits</i>	<i>8</i>
<i>Table 4: Acoustic quality objective noise levels, 1 hour</i>	<i>9</i>
<i>Table 5: Background Creep noise levels, 15 minutes</i>	<i>10</i>
<i>Table 6: Sleep Disturbance Criteria</i>	<i>11</i>

FIGURE INDEX

<i>Figure 1: Site Location (Not to Scale).....</i>	<i>4</i>
<i>Figure 2: Receivers and Noise Monitoring Location</i>	<i>6</i>

1. Introduction

This report is in response to a request by Frasers Property for an environmental noise assessment of a proposed warehouse development to be located on the Vantage Yatala subdivision, located at Lot 213 Coastlink Court, Stapylton. To facilitate the assessment, unattended noise monitoring was conducted in the vicinity of nearby residence to establish the criteria for onsite activities. Based on the data obtained, onsite activities were assessed to surrounding sensitive receivers with recommendations for acoustic treatments specified in this report.

2. Site Description

2.1 Site Location

The proposed site is described by the following:

Approved Lot 213 Coastlink Court, Stapylton
Lot 203 on SP329487 (Approved Lot 213)

Refer to Figure 1 for site location.

Figure 1: Site Location (Not to Scale)



A comprehensive site survey was conducted on the 15th December 2025 and identified the following:

- a) The site is currently vacant.
- b) The surrounding area consists primarily of industrial/commercial land uses.
- c) Single storey and highset dwellings are located to the northwest.
- d) Stapylton Jacobs Well Road separates the site from agricultural/rural residential land uses to the north.

2.2 Proposal

The proposal is to construct a warehouse building as follows:

- Total site area of 37,546m².
- Warehouse A:
 - Total area of 11,257m²
 - 2 Storey office with an area of 660m²
- Warehouse B:
 - Total area of 8,093m²
 - 2 storey office with an area of 530m²
- Warehouse Amenities.
- Proposed hours of operation are 24/7.
- 149 car parking spaces with site access via Coastlink Court and Fairway Street.

Refer to the Appendix for development plans.

2.3 Acoustic Environment

The acoustic environment of the surrounding area is primarily affected by existing industrial/commercial activities in the area and road traffic noise from Stapylton Jacobs Well Road and the Pacific Motorway.

3. Equipment

The following equipment was used to record noise levels:

- Rion NL42 Environmental Noise Monitor
- Pulsar 105 Sound Calibrator

The Environmental Noise Monitor holds current NATA Laboratory Certification and was field calibrated before and after the monitoring period, with no significant drift from the reference signal recorded.

4. Receivers and Noise Monitoring

4.1 Receiver Locations

The nearest residential receiver locations were identified as follows;

1. Single storey and highset dwellings fronting Cedar Drive to the northwest.
2. Highset dwelling at 33 Stapylton Jacobs Well Road to the northwest.
3. Residential land uses at Hillside Drive to the north.

These locations were chosen as being representative of the nearest residential receivers to the proposed development.

Refer to Figure 2 for receiver locations.

Figure 2: Receivers and Noise Monitoring Location



4.2 Unattended Ambient Noise Monitoring

A Rion NL42 environmental noise monitor was placed at 60 Stapylton Jacobs Well Road to measure existing ambient noise levels. The monitor was located in a free field position with the microphone approximately 1.4 metres above ground surface level. The noise monitor was set to record noise levels between the 11th and 24th of October 2019.

The environmental noise monitor was set to record noise levels in "A" Weighting, Fast response using 15-minute statistical intervals. Ambient noise monitoring was conducted generally in accordance with Australian Standard AS1055:2018 *Acoustics – Description and measurement of environmental noise*. For the unattended noise monitoring location refer to Figure 2.

5. Measured Noise Levels

The following table presents the results from the unattended noise survey. Any periods of inclement weather or extraneous noise were omitted from the measurements prior to determining the results.

5.1 Ambient Noise Levels

The measured ambient noise levels measured at the monitoring location are as follows;

Table 1: Measured ambient noise levels – all time periods

Day	Date	L90 dB(A)		
		Day	Evening	Night
Saturday	12/10/19	53	50	45
Sunday	13/10/19	48	47	46
Monday	14/10/19	50	53	48
Tuesday	15/10/19	51	56	49
Wednesday	16/10/19	52	52	52
Thursday	17/10/19	53	55	52
Friday	18/10/19	48	50	50
Saturday	19/10/19	45	53	46
Sunday	20/10/19	49	47	46
Monday	21/10/19	49	48	46
Tuesday	22/10/19	48	49	49
Wednesday	23/10/19	47	47	49
Overall value		49	51	48

Refer to the appendix for graphical representation.

6. Noise Criteria

6.1 Environmental Noise Criteria

The noise criteria as applied by City of Gold Coast are as follows;

6.1.1 Acoustic Quality Objectives

Table 2 presents the acoustic quality objectives at noise sensitive receptors as detailed in Schedule 1 of the Environmental Protection Policy (Noise) 2008.

Table 2: Acoustic Quality Objectives at Noise Sensitive Properties

Sensitive Receptor	Time of Day	Acoustic Quality Objectives, dB(A)		
		$L_{Aeq,adj,1hr}$	$L_{A10,adj,1hr}$	$L_{A1,adj,1hr}$
Dwelling (outdoors)	Day and Evening (7am – 10pm)	50	55	65
Dwelling (Indoors)	Day and Evening (7am – 10pm)	35	40	45
	Night (10pm – 7am)	30	35	40

6.1.2 Background Creep

The Background Creep criteria are as follows;

Time-varying noise:

$$L_{Aeq,adj,T} \leq \text{Ambient } L_{A90,T} + 5\text{dB(A)}$$

Steady-state noise:

$$L_{A90,T} \leq \text{Ambient } L_{A90,T}$$

The time period (T) is a time interval of at least 15 minutes, or if the noise continues for less than 15 minutes, the duration of the noise source.

Based on the results of ambient noise monitoring, the project specific background creep noise limits are shown in Table 3.

Table 3: Background creep noise limits

Time Period	Noise Level Limits SPL dBA	
	$L_{Aeq,adj,T}$	$L_{A90,T}$
Day 7am – 6pm	54	49
Evening 6pm – 10pm	56	51
Night 10pm – 7am	53	48

6.1.3 Sleep Disturbance Criteria

Criteria for sleep disturbance under the WHO Guideline is addressed is as follows:

"As a rule for planning for short-term or transient noise events, for good sleep over 8 hours the indoor sound pressure level measured as a maximum instantaneous value should not exceed approximately 45 dB(A) $L_{A,(Max)}$ more than 10 or 15 times per night'.

7.1.2 Background Creep

Based on assessment of all time periods, the noise source levels and predicted impacts at the receiver locations are shown as follows;

Table 5: Background Creep noise levels, 15 minutes

Receiver	Receivers																						LAeq 15 min Compliance										
	1. Cedar Drive (NW) 2. 33 Stapylton Jacobs Well Road (NW) 3. Hillside Drive (N)											Source Leq@1m dB(A)	Correction dB(A)*	Corrected dB(A)	No. of events per 15min Day	No. of events per 15min Eve	No. of events per 15min Night	Duration per event	Distance (m)	Inc	Barrier (height (m))	Barrier screening dB	Building TL dB	Building Screening dB	Dist atten. @ -6dB/dd	LAeqadj, T ext. dB(A) Day	LAeqadj, T ext. dB(A) Eve	LAeqadj, T ext. dB(A) Night	Day	Eve	Night		
	Description																																
1	Criteria																														54	56	53
	Car passby											71		71	10	5	2	15	464						-9	-54					Yes	Yes	Yes
	Car start											72	2	74	10	5	2	2	464						-9	-54					Yes	Yes	Yes
	Car door closure											71	2	73	10	5	2	2	464						-9	-54					Yes	Yes	Yes
	Truck manoeuvring											86		86	5	3	2	30	529						-9	-55	14	12	10	Yes	Yes	Yes	
	Truck starting											88	2	90	5	3	2	2	529						-9	-55	6	4	2	Yes	Yes	Yes	
	Truck reverse alarm											92	5	97	5	3	2	2	529						-9	-55	13	11	9	Yes	Yes	Yes	
	Truck air brakes											100	2	102	5	3	2	2	529						-9	-55	18	16	14	Yes	Yes	Yes	
	Forklift (external)											84		84	7	5	2	10	529						-9	-55	9	7	3	Yes	Yes	Yes	
	Forklift (internal)											84		84	7	5	2	10	542				-5	-9	-55	4	2		Yes	Yes	Yes		
	Welder											97	2	99	3	2	1	300	544				-5	-9	-55	30	28	25	Yes	Yes	Yes		
	Hand tools (pneumatic)											108		108	3	2	1	300	544				-5	-9	-55	39	37	34	Yes	Yes	Yes		
	Hand tools (electric)											94		94	3	2	1	300	544				-5	-9	-55	25	23	20	Yes	Yes	Yes		
	Grinder											86		86	3	2	1	240	544				-5	-9	-55	16	14	11	Yes	Yes	Yes		
	Office activities											75		75	1	1	1	900	459				-10	-9	-54	2	2	2	Yes	Yes	Yes		
	Total																								40	38	35	Yes	Yes	Yes			
2	Criteria																												54	56	53		
	Car passby											71		71	10	5	2	15	693						-10	-57					Yes	Yes	Yes
	Car start											72	2	74	10	5	2	2	693						-10	-57					Yes	Yes	Yes
	Car door closure											71	2	73	10	5	2	2	693						-10	-57					Yes	Yes	Yes
	Truck manoeuvring											86		86	5	3	2	30	779						-10	-58	10	8	6	Yes	Yes	Yes	
	Truck starting											88	2	90	5	3	2	2	779						-10	-58	3			Yes	Yes	Yes	
	Truck reverse alarm											92	5	97	5	3	2	2	779						-10	-58	10	7	6	Yes	Yes	Yes	
	Truck air brakes											100	2	102	5	3	2	2	779						-10	-58	15	12	11	Yes	Yes	Yes	
	Forklift (external)											84		84	7	5	2	10	779						-10	-58	5	4		Yes	Yes	Yes	
	Forklift (internal)											84		84	7	5	2	10	774				-5	-10	-58				Yes	Yes	Yes		
	Welder											97	2	99	3	2	1	300	774				-5	-10	-58	26	24	21	Yes	Yes	Yes		
	Hand tools (pneumatic)											108		108	3	2	1	300	774				-5	-10	-58	35	33	30	Yes	Yes	Yes		
	Hand tools (electric)											94		94	3	2	1	300	774				-5	-10	-58	21	19	16	Yes	Yes	Yes		
	Grinder											86		86	3	2	1	240	774				-5	-10	-58	12	10	7	Yes	Yes	Yes		
	Office activities											75		75	1	1	1	900	702				-10	-10	-57				Yes	Yes	Yes		
	Total																								36	34	31	Yes	Yes	Yes			
3	Criteria																												54	56	53		
	Car passby											71		71	10	5	2	15	575						-7	-56					Yes	Yes	Yes
	Car start											72	2	74	10	5	2	2	575						-7	-55					Yes	Yes	Yes
	Car door closure											71	2	73	10	5	2	2	575						-7	-55					Yes	Yes	Yes
	Truck manoeuvring											86		86	5	3	2	30	613						-7	-56	15	13	11	Yes	Yes	Yes	
	Truck starting											88	2	90	5	3	2	2	613						-7	-56	8	5	4	Yes	Yes	Yes	
	Truck reverse alarm											92	5	97	5	3	2	2	613						-7	-56	15	12	11	Yes	Yes	Yes	
	Truck air brakes											100	2	102	5	3	2	2	613						-7	-56	20	17	16	Yes	Yes	Yes	
	Forklift (external)											84		84	7	5	2	10	613						-7	-56	10	9	5	Yes	Yes	Yes	
	Forklift (internal)											84		84	7	5	2	10	662				-5	-7	-56	4	3		Yes	Yes	Yes		
	Welder											97	2	99	3	2	1	300	662				-5	-7	-56	31	29	26	Yes	Yes	Yes		
	Hand tools (pneumatic)											108		108	3	2	1	300	662				-5	-7	-56	40	38	35	Yes	Yes	Yes		
	Hand tools (electric)											94		94	3	2	1	300	662				-5	-7	-56	26	24	21	Yes	Yes	Yes		
	Grinder											86		86	3	2	1	240	662				-5	-7	-56	17	15	12	Yes	Yes	Yes		
	Office activities											75		75	1	1	1	900	589				-10	-7	-55	3	3	3	Yes	Yes	Yes		
	Total																								40	39	36	Yes	Yes	Yes			

*Correction due to tonality and impulsiveness as per AS1055:1997.

Compliance is predicted for all onsite activities during the proposed operating hours.

7.1.3 Sleep Disturbance Criteria

The noise source levels and predicted levels of noise at the receiver locations are shown in Table 7.

Table 6: Sleep Disturbance Criteria

Receiver	Receivers	Source Lmax @ 1m dB(A)	Correction dB(A) *	Corrected dB(A)	Distance (m)	No Barrier (height (m)	Barrier screening dB	Building TL dB	Building Screening dB	Dist atten. @ -6dB/dd	Lmax adj, T ext. dB(A)	Lmax adj, T int. dB(A)	Complies Night dB(A)
	Description												
	Criteria												45
1	Car passby	77		77	464				-9	-53	15	10	Yes
	Car start	77	2	79	464				-9	-53	17	12	Yes
	Car door closure	85	2	87	464				-9	-53	25	20	Yes
	Truck manoeuvring	92		92	529				-9	-54	29	24	Yes
	Truck starting	90	2	92	529				-9	-54	29	24	Yes
	Truck reverse alarm	96	5	101	529				-9	-54	38	33	Yes
	Truck air brakes	97	2	99	529				-9	-54	36	31	Yes
	Forklift (external)	90		90	529				-9	-54	27	22	Yes
	Forklift (internal)	105	2	107	542			-5	-9	-55	38	33	Yes
	Welder	101	2	103	544			-5	-9	-55	34	29	Yes
	Hand tools (pneumatic)	108		108	544			-5	-9	-55	39	34	Yes
	Hand tools (electric)	99		99	544			-5	-9	-55	30	25	Yes
	Grinder	91		91	544			-5	-9	-55	22	17	Yes
	Office activities	82		82	459			-10	-9	-53	10	5	Yes
2	Criteria												45
	Car passby	77		77	693				-10	-57	10	5	Yes
	Car start	77	2	79	693				-10	-57	12	7	Yes
	Car door closure	85	2	87	693				-10	-57	20	15	Yes
	Truck manoeuvring	92		92	779				-10	-58	24	19	Yes
	Truck starting	90	2	92	779				-10	-58	24	19	Yes
	Truck reverse alarm	96	5	101	779				-10	-58	33	28	Yes
	Truck air brakes	97	2	99	779				-10	-58	31	26	Yes
	Forklift (external)	90		90	779				-10	-58	22	17	Yes
	Forklift (internal)	105	2	107	774			-5	-10	-58	34	29	Yes
	Welder	101	2	103	774			-5	-10	-58	30	25	Yes
	Hand tools (pneumatic)	108		108	774			-5	-10	-58	35	30	Yes
	Hand tools (electric)	99		99	774			-5	-10	-58	26	21	Yes
	Grinder	91		91	774			-5	-10	-58	18	13	Yes
	Office activities	82		82	702			-10	-10	-57	5	0	Yes
3	Criteria												45
	Car passby	77		77	575				-7	-55	15	10	Yes
	Car start	77	2	79	575				-7	-55	17	12	Yes
	Car door closure	85	2	87	575				-7	-55	25	20	Yes
	Truck manoeuvring	92		92	613				-7	-56	29	24	Yes
	Truck starting	90	2	92	613				-7	-56	29	24	Yes
	Truck reverse alarm	96	5	101	613				-7	-56	38	33	Yes
	Truck air brakes	97	2	99	613				-7	-56	36	31	Yes
	Forklift (external)	90		90	613				-7	-56	27	22	Yes
	Forklift (internal)	105	2	107	662			-5	-7	-56	39	34	Yes
	Welder	101	2	103	662			-5	-7	-56	35	30	Yes
	Hand tools (pneumatic)	108		108	662			-5	-7	-56	40	35	Yes
	Hand tools (electric)	99		99	662			-5	-7	-56	31	26	Yes
	Grinder	91		91	662			-5	-7	-56	23	18	Yes
	Office activities	82		82	589			-10	-7	-55	10	5	Yes

*Correction due to tonality and impulsiveness as per AS1055:1997.

Compliance is predicted for all onsite activities during the proposed operating hours.

8. Recommendations

8.1 Onsite Activities

Compliance is predicted for the proposed 24/7 operation of the site without the need for further acoustic treatment.

8.1.1 Onsite Mechanical Plant

No information regarding any new mechanical services was available at the time of the assessment. We recommend that any new mechanical plant is designed to comply with the criteria stated in Section 6.1.2 with an assessment by qualified acoustic consultant to be conducted prior to installation.

9. Conclusion

An environmental noise assessment was conducted for the proposed warehouse facility at Lot 213 Coastlink Court, Stapylton. On the condition the recommendations detailed in Section 8 are implemented, compliance is predicted with City of Gold Coast assessment criteria.

If you should have any queries please do not hesitate to contact us.

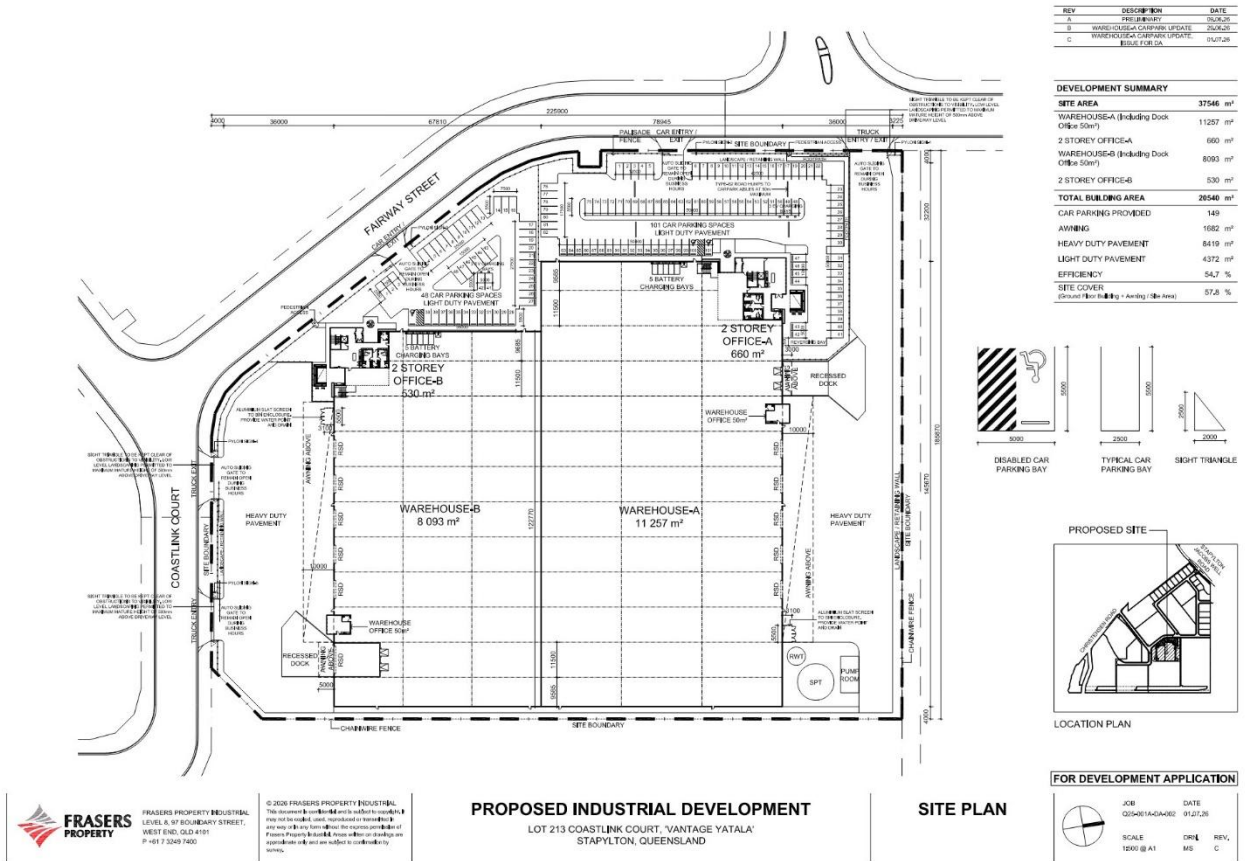
Yours faithfully,



Marco Scoca
Acoustic Consultant
BEng (Civil Eng. Hons)
GradDipEngSc (Mechanical Eng.)
acousticworks)))

10. Appendices

10.1 Development Plans



DISABLED CAR PARKING BAY

5000

TYPICAL CAR PARKING BAY

5000

SIGHT TRIANGLE

5000

PROPOSED SITE

FOR DEVELOPMENT APPLICATION

JOB

DATE

Q20-0511-GA003

01/07/20

SCALE

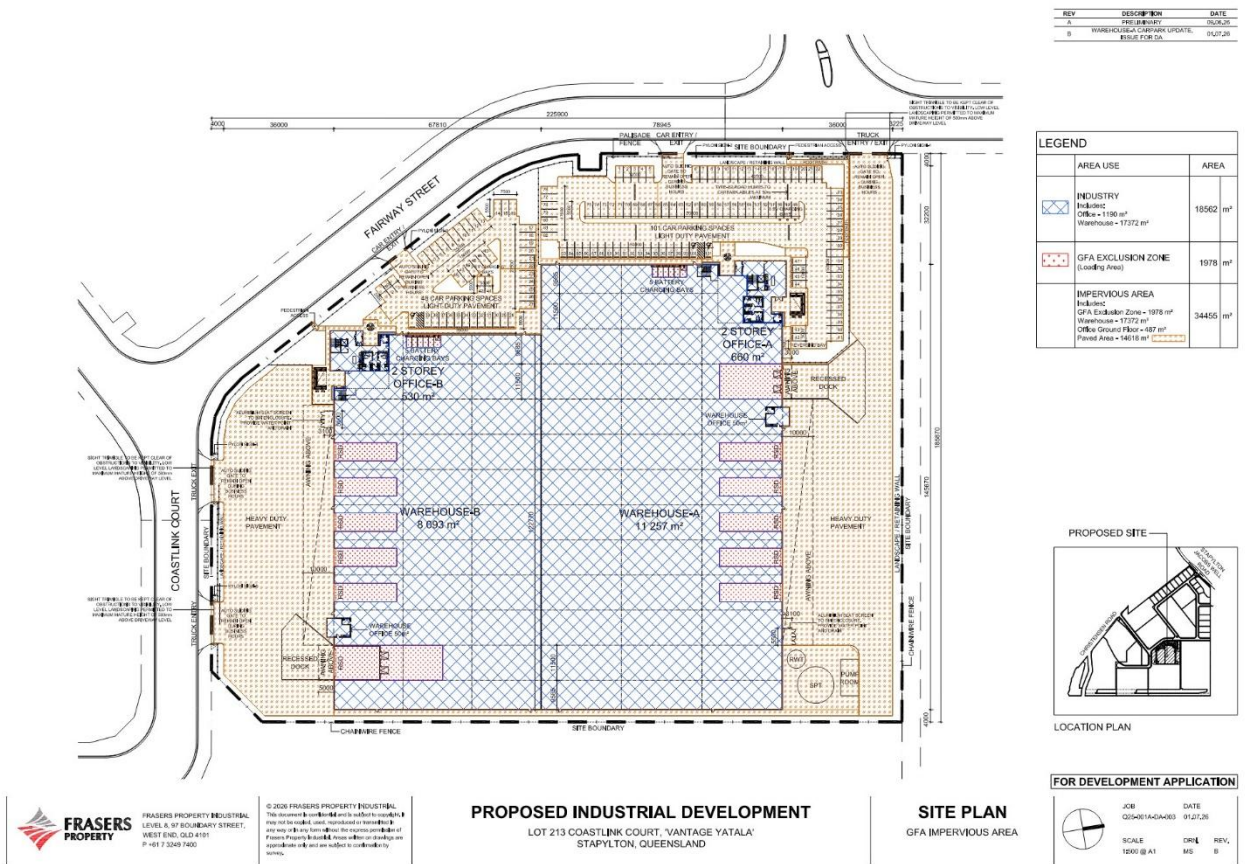
ORIG

REV

1:200 @ A1

MS

C



DEVELOPMENT SUMMARY

SITE AREA

37546 m²

WAREHOUSE-A (Including Dock Office 50m²)

11257 m²

2 STOREY OFFICE-A

660 m²

WAREHOUSE-B (Including Dock Office 50m²)

8093 m²

2 STOREY OFFICE-B

530 m²

TOTAL BUILDING AREA

26540 m²

CAR PARKING PROVIDED

149

AWNING

1682 m²

HEAVY DUTY PAVEMENT

6419 m²

LIGHT DUTY PAVEMENT

4372 m²

EFFICIENCY

54.7 %

SITE COVER

(Ground Floor) = 4.4% (Roof) = 57.8 %

DISABLED CAR PARKING BAY

5000

TYPICAL CAR PARKING BAY

5000

SIGHT TRIANGLE

5000

PROPOSED SITE

FOR DEVELOPMENT APPLICATION

JOB

DATE

Q20-0511-GA003

01/07/20

SCALE

ORIG

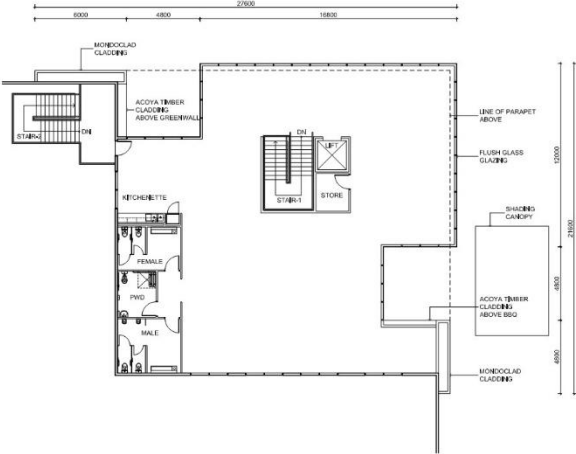
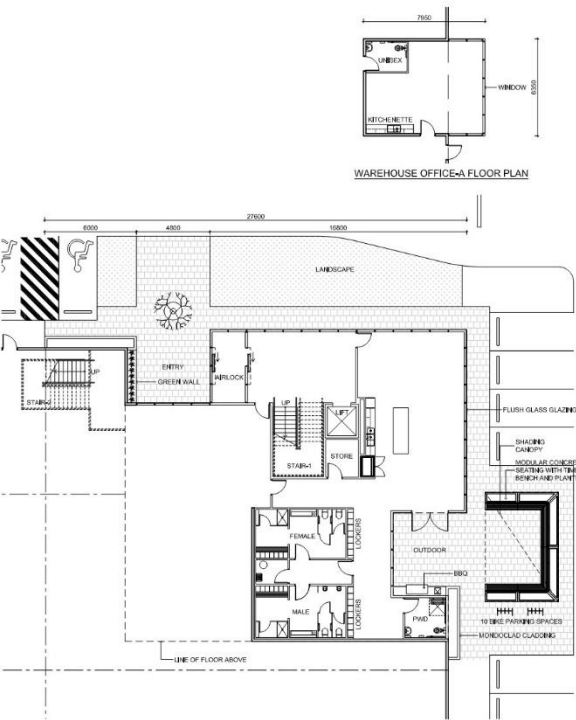
REV

1:200 @ A1

MS

B

REV	DESCRIPTION	DATE
A	PRELIMINARY	05/06/20
B	ISSUE FOR DA	04/07/20





FRASERS PROPERTY

FRASERS PROPERTY INDUSTRIAL
LEVEL A, 97 BOUNDARY STREET,
WEST END, QLD 4101
P +61 7 3240 7400

© 2020 FRASERS PROPERTY INDUSTRIAL
This document is confidential and is subject to copyright. It may not be copied, used, reproduced or transmitted in any way or by any means without the express permission of Fraser's Property Industrial. Fraser's Property Industrial reserves the right to amend this document without notice and is not liable for any errors or omissions.

PROPOSED INDUSTRIAL DEVELOPMENT
LOT 213 COASTLINK COURT, 'VANTAGE YATALA'
STAPYLTON, QUEENSLAND

OFFICE-A PLAN

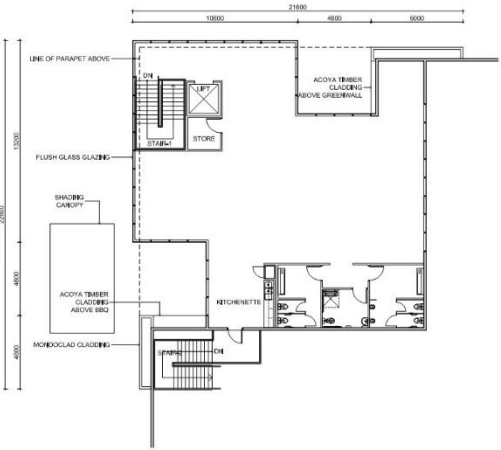
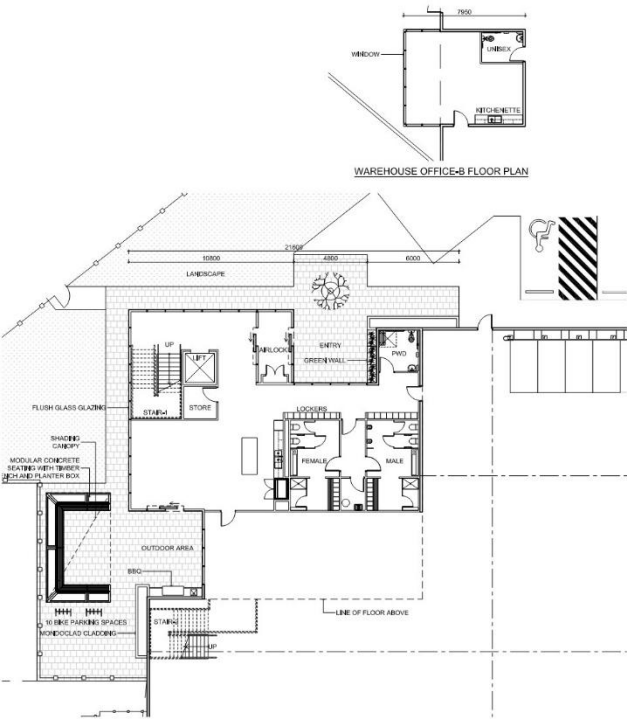
FOR DEVELOPMENT APPLICATION



JOB: Q20-051A-GA-110
DATE: 01/27/20

SCALE: 12'X10' @ A1
DRA: MS
REV: B

REV	DESCRIPTION	DATE
A	PRELIMINARY	05/06/20
B	ISSUE FOR DA	04/07/20





FRASERS PROPERTY

FRASERS PROPERTY INDUSTRIAL
LEVEL A, 97 BOUNDARY STREET,
WEST END, QLD 4101
P +61 7 3240 7400

© 2020 FRASERS PROPERTY INDUSTRIAL
This document is confidential and is subject to copyright. It may not be copied, used, reproduced or transmitted in any way or by any means without the express permission of Fraser's Property Industrial. Fraser's Property Industrial reserves the right to amend this document without notice and is not liable for any errors or omissions.

PROPOSED INDUSTRIAL DEVELOPMENT
LOT 213 COASTLINK COURT, 'VANTAGE YATALA'
STAPYLTON, QUEENSLAND

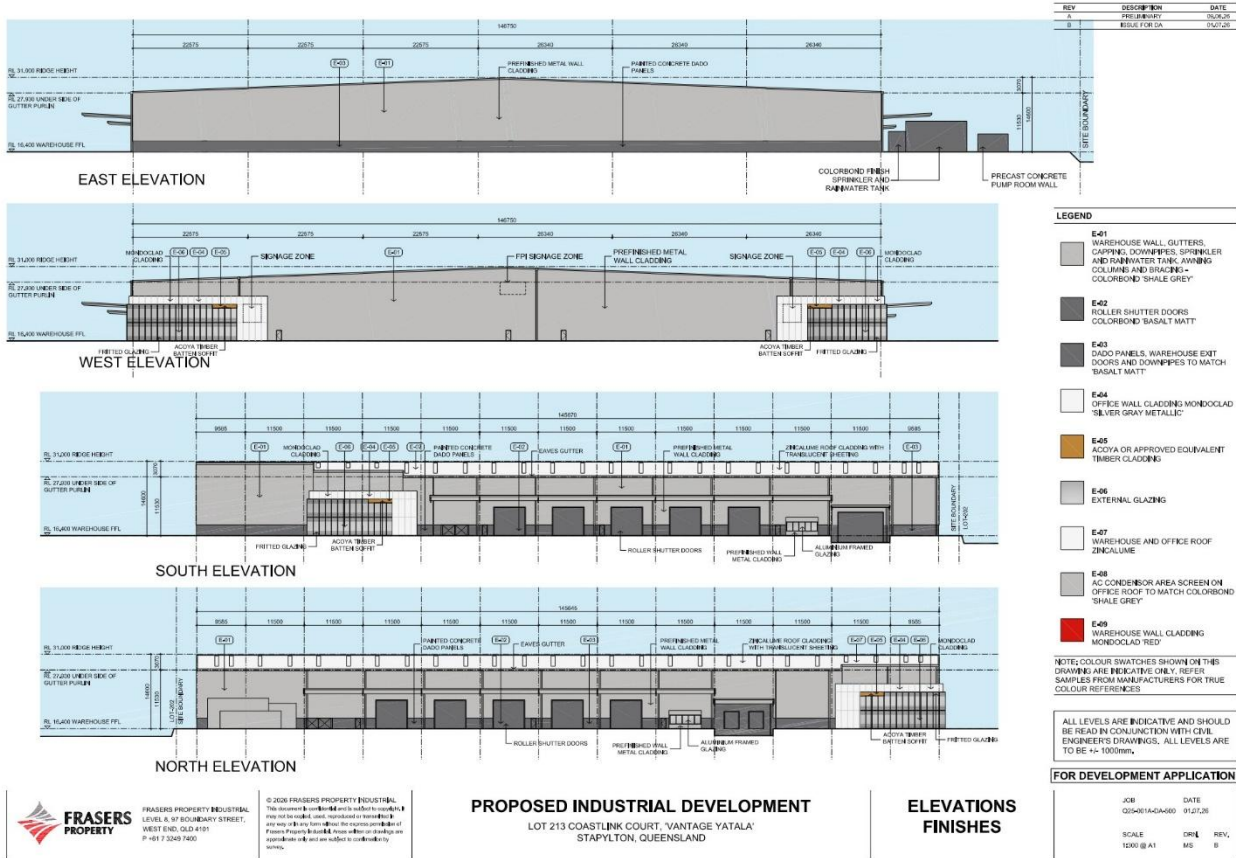
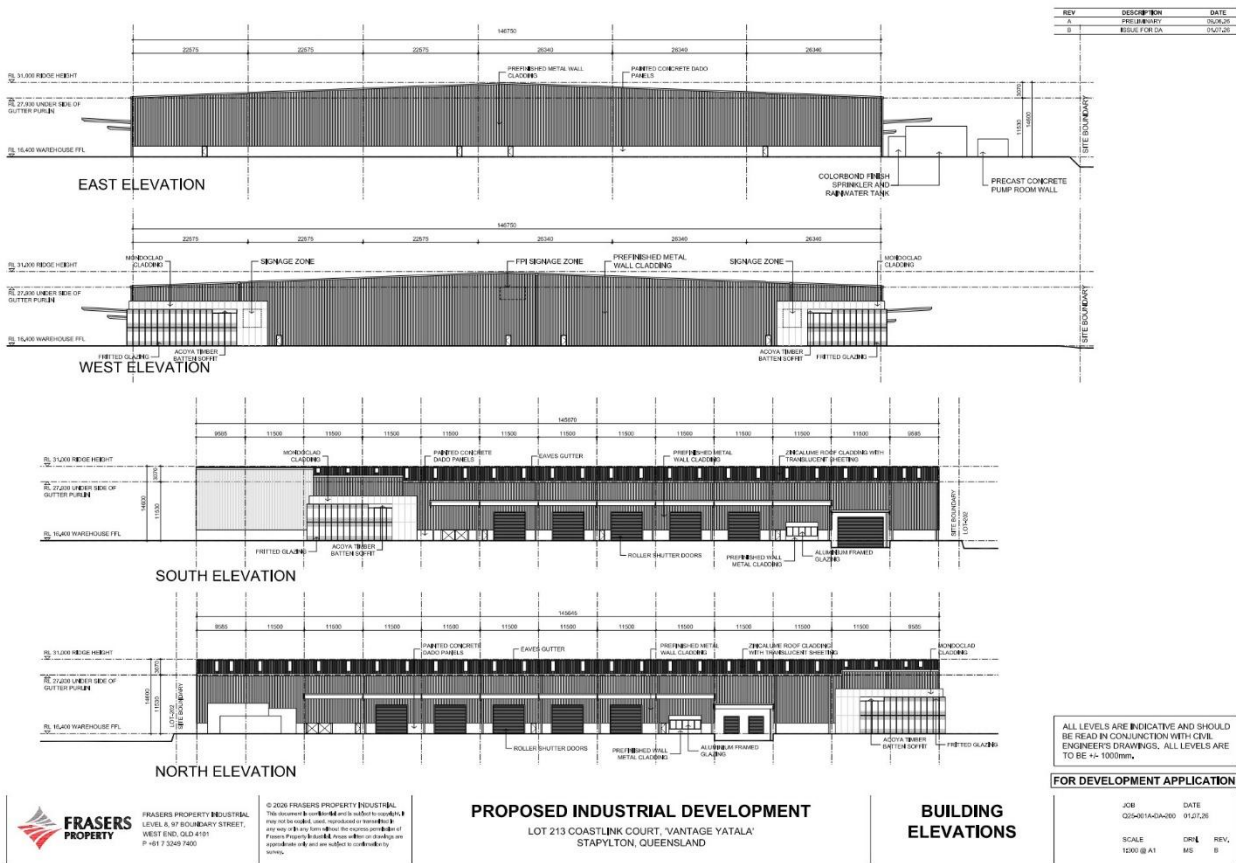
OFFICE-B PLAN

FOR DEVELOPMENT APPLICATION

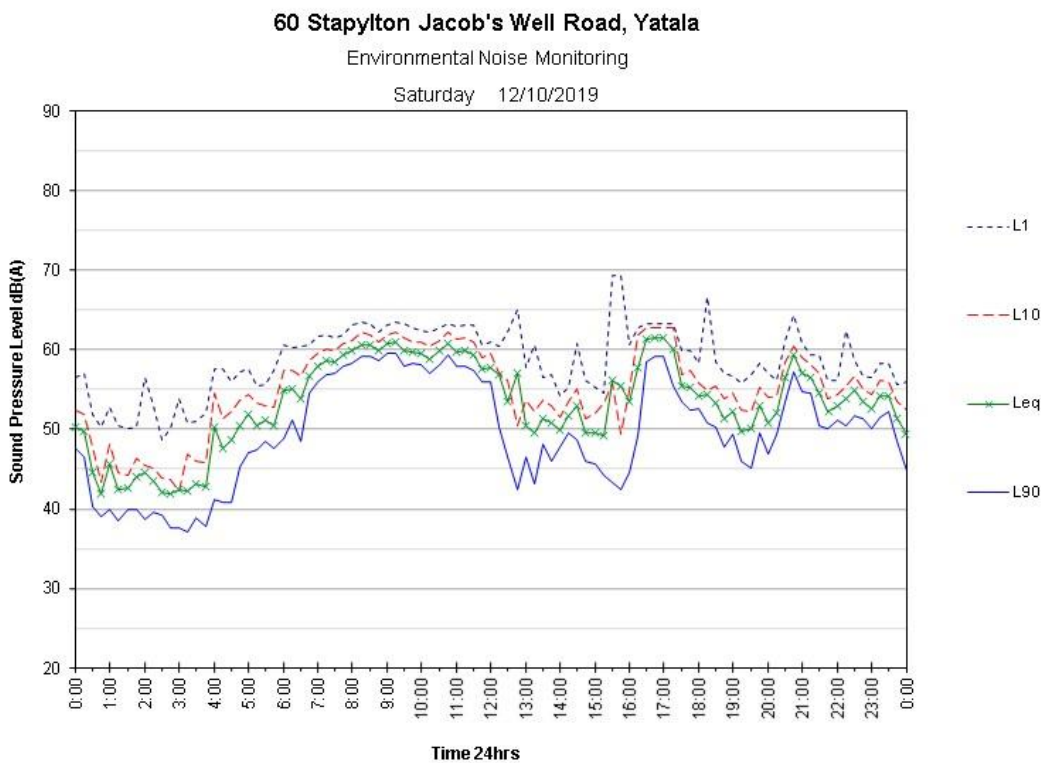
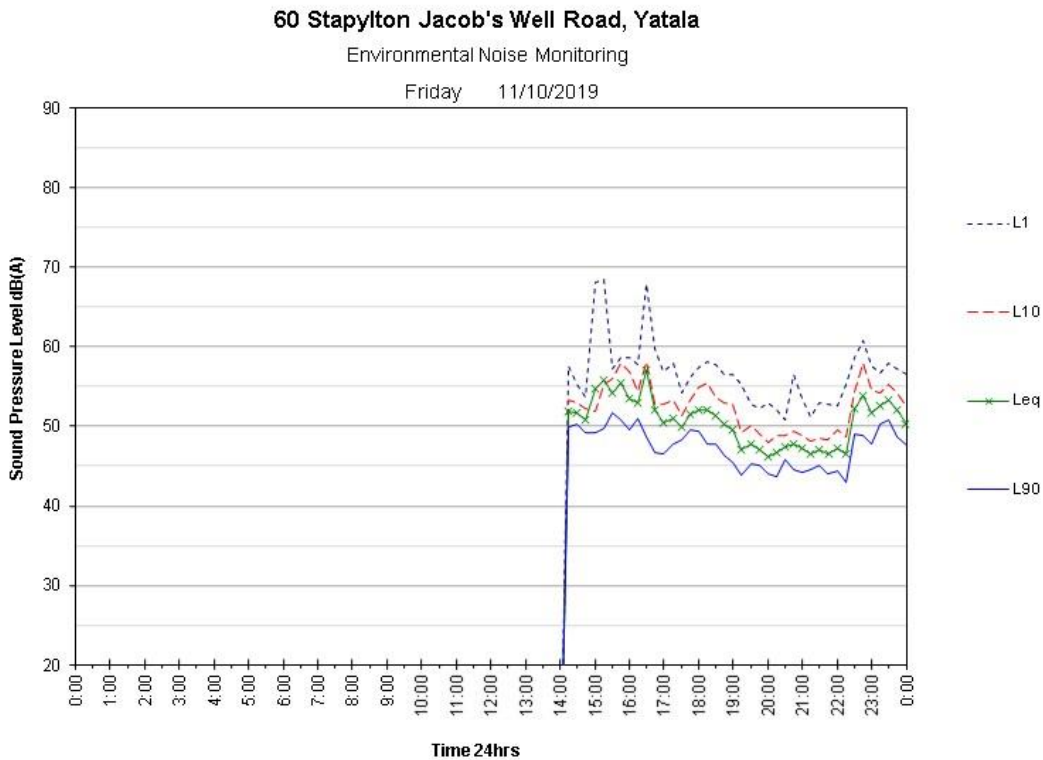


JOB: Q20-051A-GA-111
DATE: 01/27/20

SCALE: 12'X10' @ A1
DRA: MS
REV: B



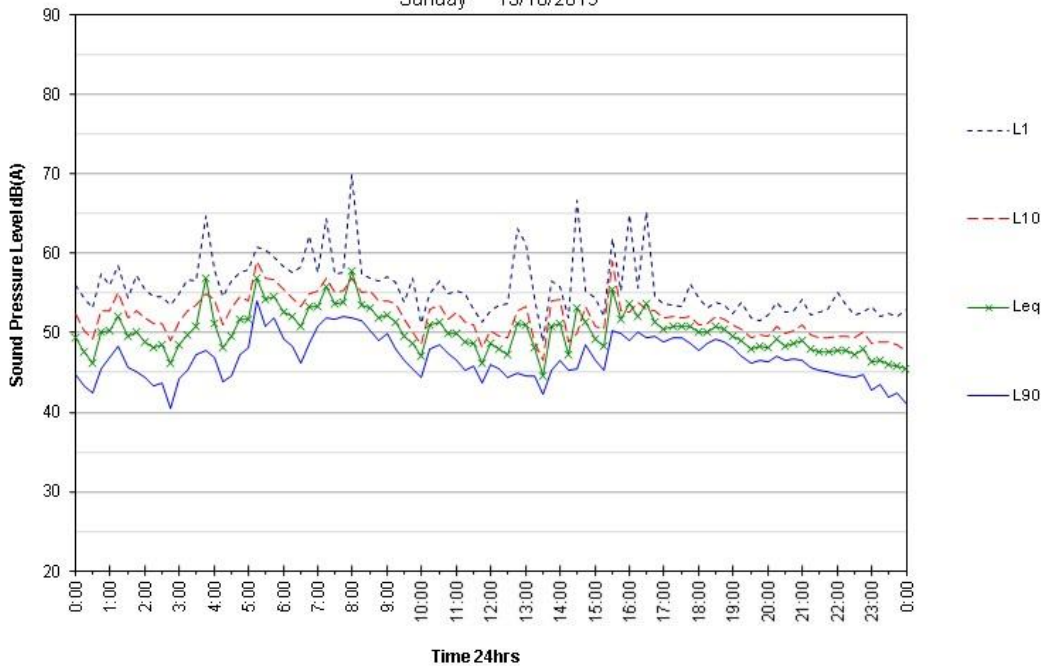
10.2 Noise Monitoring Charts



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

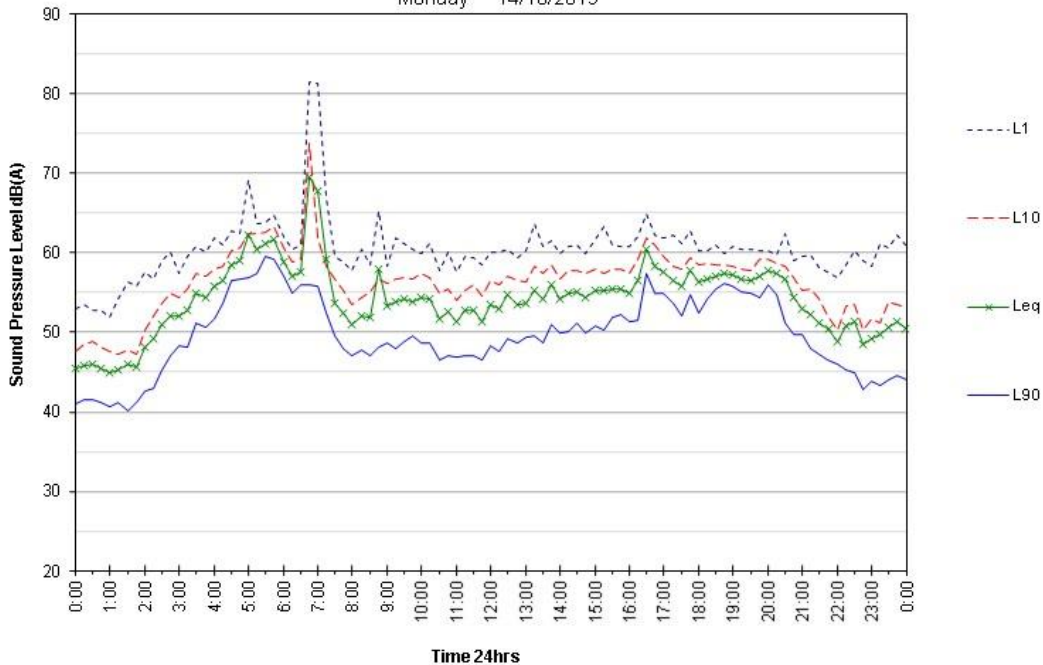
Sunday 13/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

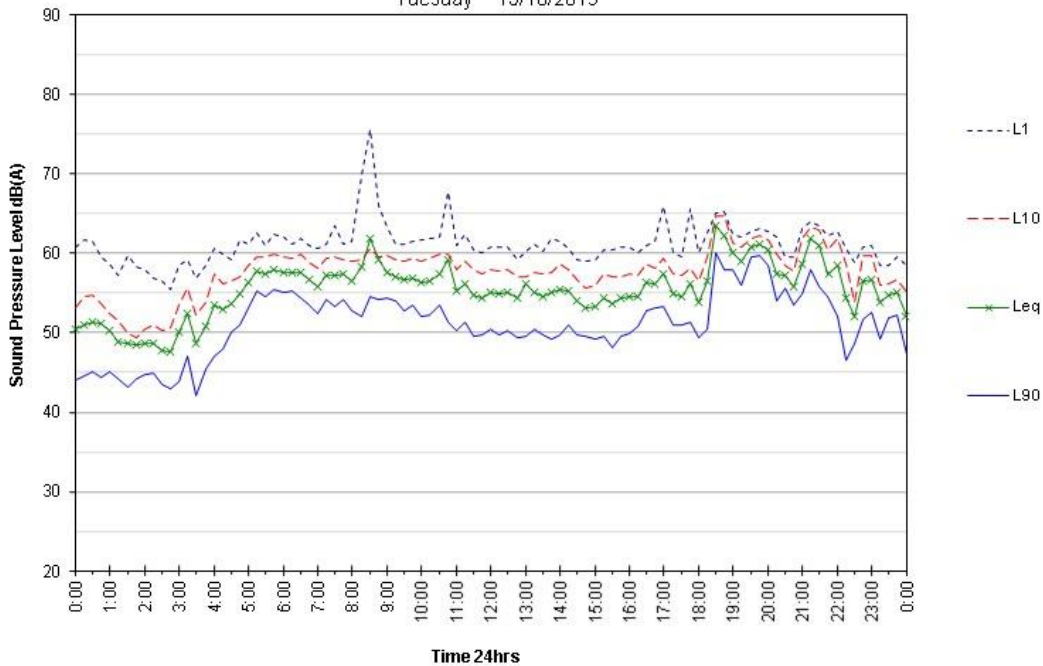
Monday 14/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

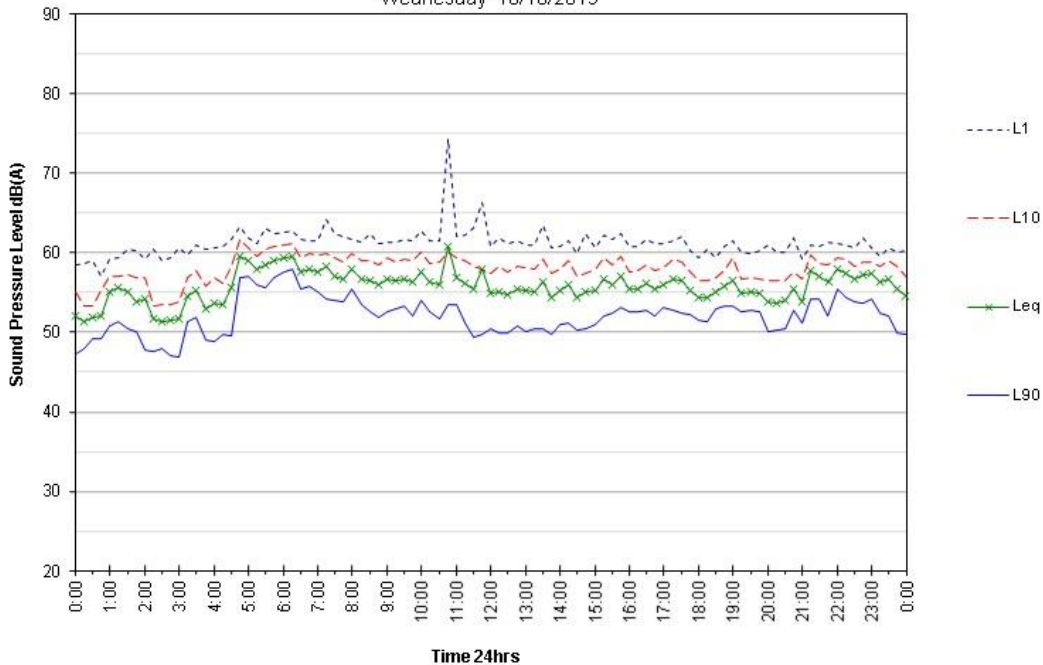
Tuesday 15/10/2019

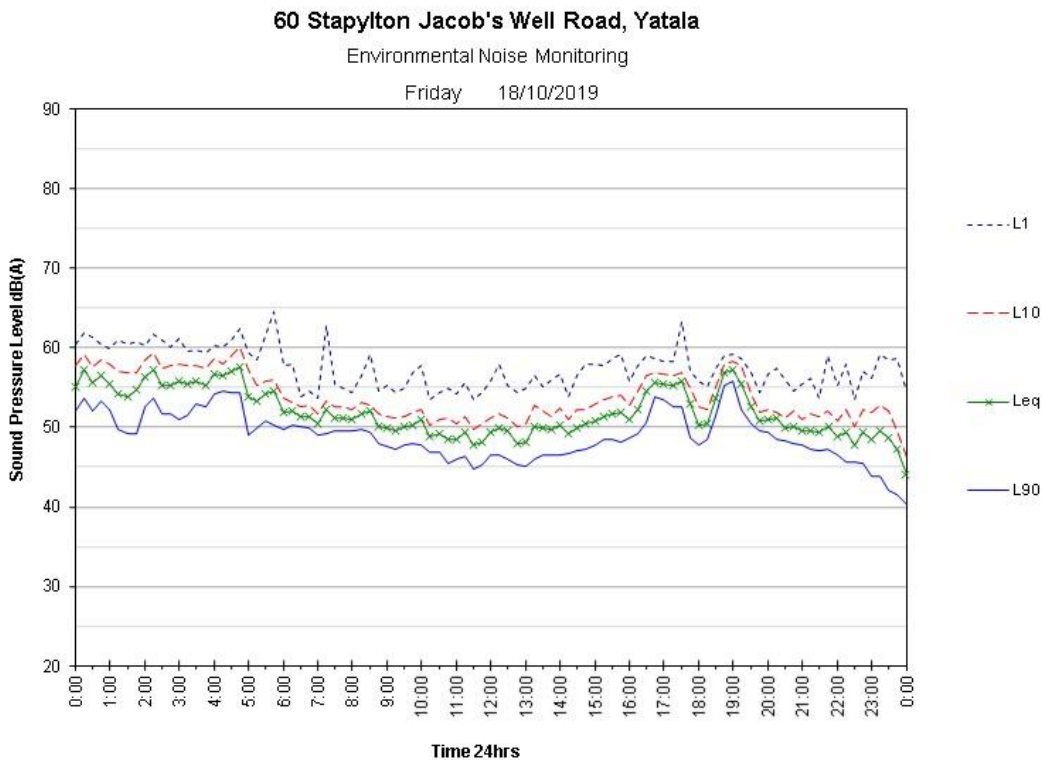
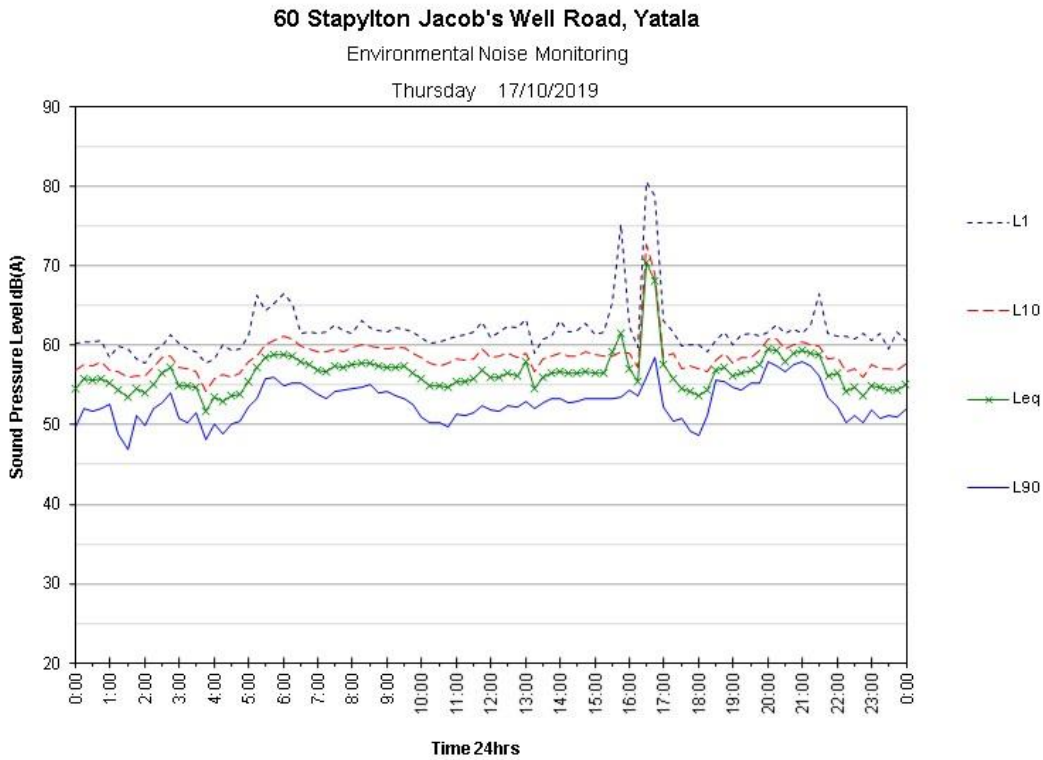


60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Wednesday 16/10/2019

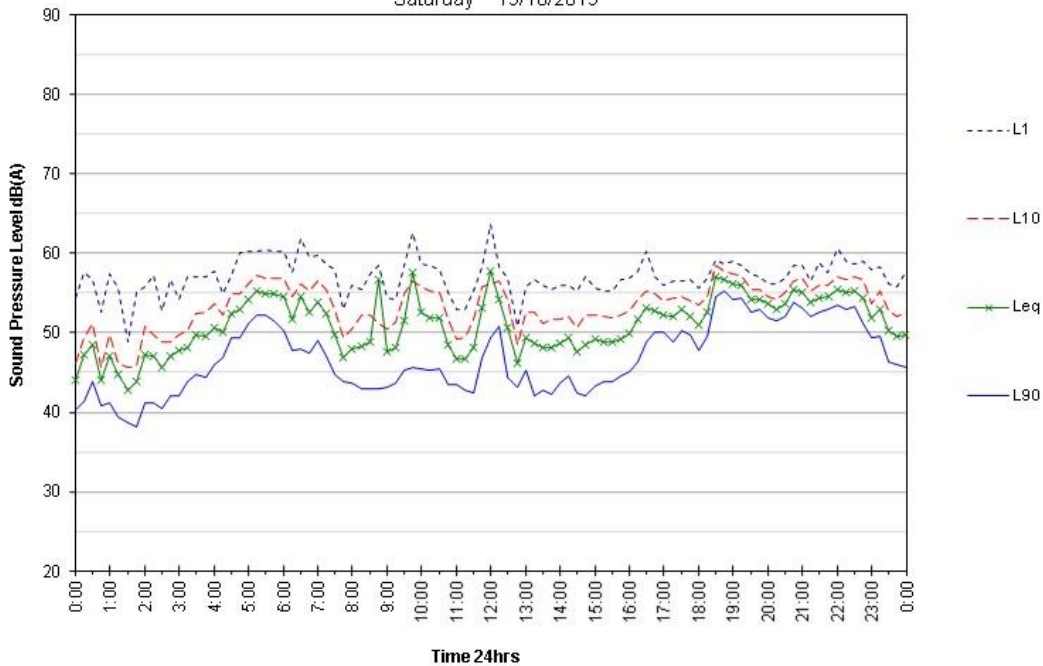




60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

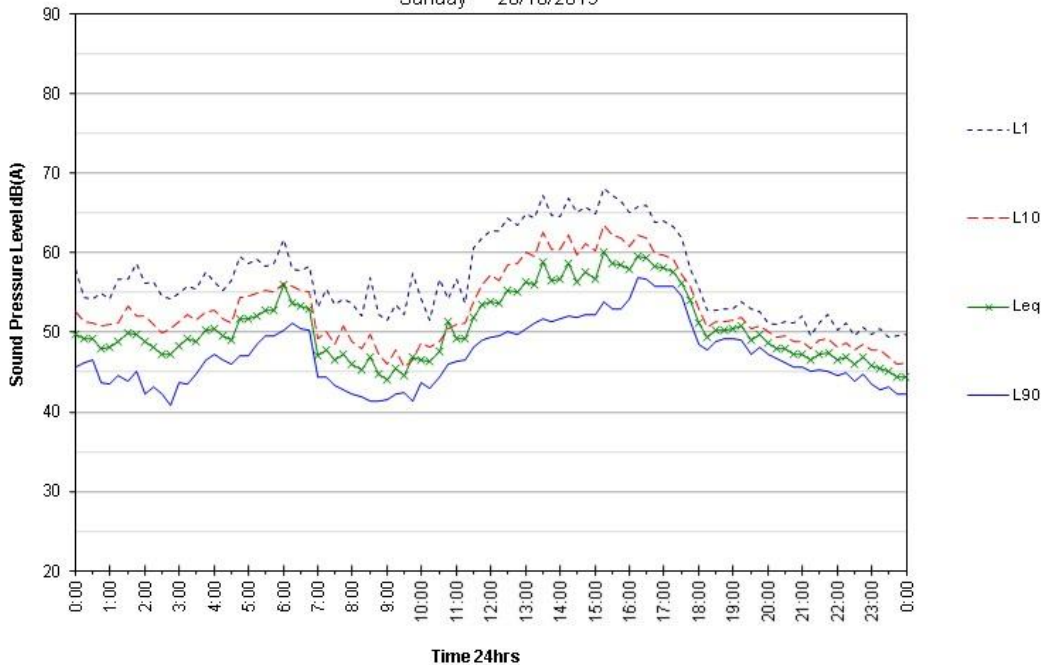
Saturday 19/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

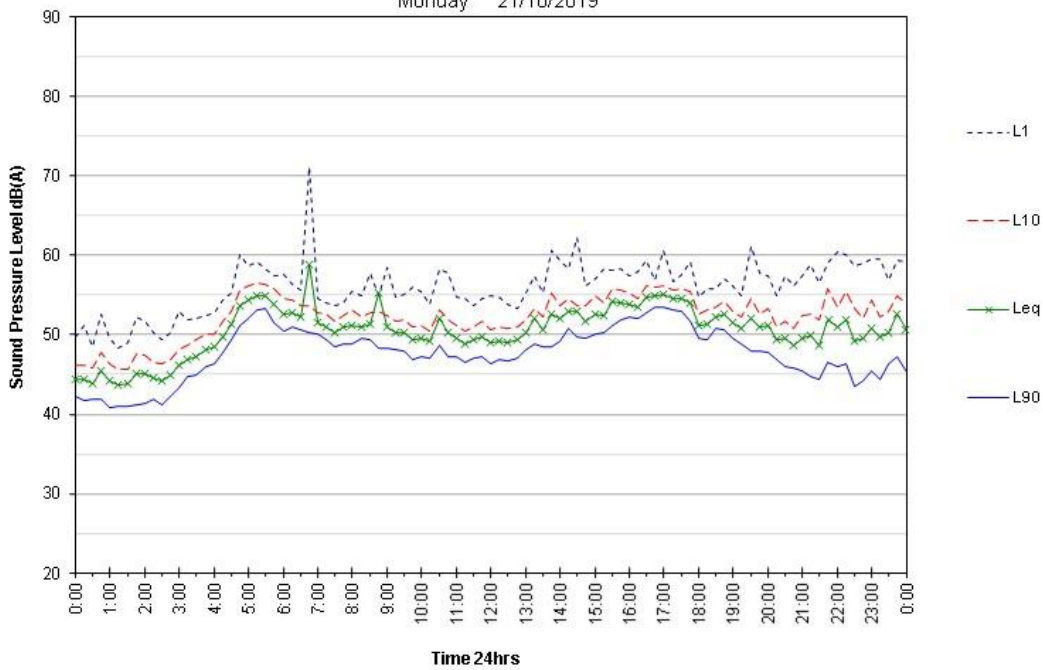
Sunday 20/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

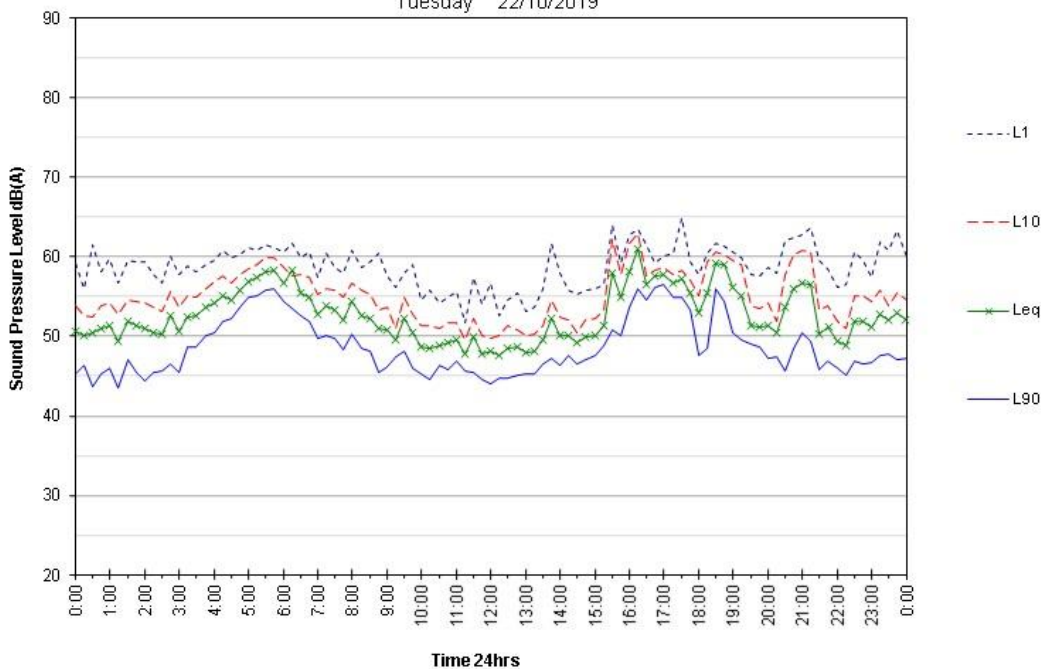
Monday 21/10/2019

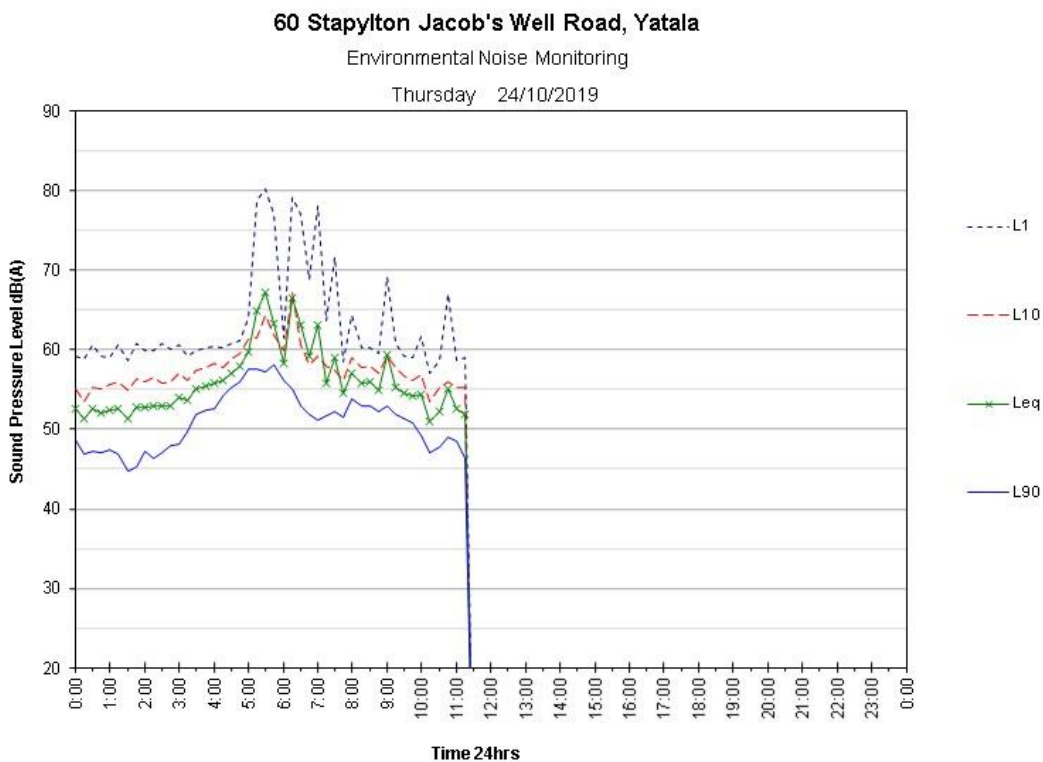
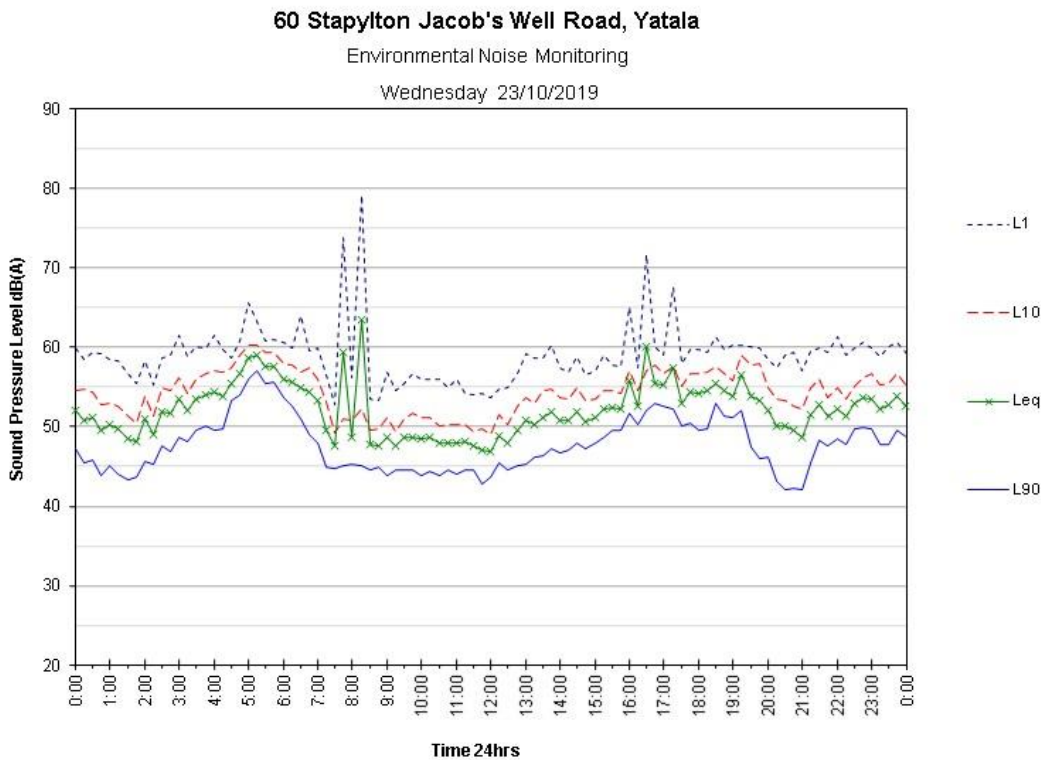


60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Tuesday 22/10/2019







APPENDIX I

TRAFFIC IMPACT ASSESSMENT



gassman
development
perspectives

planning
environment
landscape
engineering
survey

VantageYatala



TRANSPORT IMPACT ASSESSMENT
PROPOSED WAREHOUSE DEVELOPMENT
1 HIGHLAND STREET, STAPYLTON QLD 4207
(LOT 203 ON SP329487 (APPROVED LOT 213))

Prepared for
FRASERS PROPERTY INDUSTRIAL

8 JULY 2026

DOCUMENT REGISTER

RTE Reference 26060

Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	8 JULY 2026	DA ISSUE	Luke Rytenskild Director RPEQ 6293	

COPYRIGHT NOTICE

© Copyright CRG Traffic Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to CRG Traffic Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of CRG Traffic Pty Ltd.

COMPANY INFORMATION

CRG Traffic Pty Ltd as trustee for the Rytenskild CRG Trust trading as Rytenskild Traffic Group
ABN 24 401 134 418
ACN 151 846 847
Director: Luke Rytenskild RPEQ 6293

GOLD COAST
Unit 2,
24 Surfers Avenue
Mermaid Beach QLD 4218

BRISBANE
Level 5
320 Adelaide Street
Brisbane QLD 4000

SYDNEY
Level 26
44 Market Street
Sydney NSW 2000

Phone: 1300 220020
Facsimile: 1300 087177
Email: info@rytenskildtraffic.com
Web: www.rytenskildtraffic.com

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	SUBJECT SITE	4
3.0	DEVELOPMENT PROPOSAL	5
4.0	CAR PARKING	7
4.1	Car Parking Supply	7
4.2	Car Parking Design	11
5.0	ACCESS ARRANGEMENTS	23
6.0	PROPOSED LOADING ARRANGEMENTS	28
6.1	Acceptable Solution	28
6.2	Delivery Vehicles	28
7.0	PROVISION FOR SERVICE VEHICLES	39
7.1	Waste Collection Vehicles	39
7.2	Fire Appliance Access	39
8.0	PROVISION FOR PEDESTRIANS AND BICYCLES	47
9.0	SUMMARY OF CONCLUSIONS & RECOMMENDATIONS	47
APPENDICES		47
	APPENDIX A – RESPONSE TO CAR PARKING, ACCESS, AND TRANSPORT INTEGRATION CONSTRAINT CODE (2003)	48

1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by FPI Queensland Pty Ltd to prepare a Transport Impact Assessment of its proposed warehouse development at Yatala.

This report forms part of a Development Application to be lodged with the City of Gold Coast. The following issues have been addressed during the study:

- Site access arrangements;
- Car parking supply and design;
- Provision for pedestrians and cyclists;
- Provision for heavy vehicles.

Responses to the Car Parking, Access, and Transport Integration Constraint Code (2003) are included as appendices to this report.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located within the approved Stage 2 site of the Vantage Industrial Estate. The site is identified as Lot 203 on SP329487 (Approved Lot 213) and has a site area of 37,546m².

The site is located within the low and medium impact industry zone.

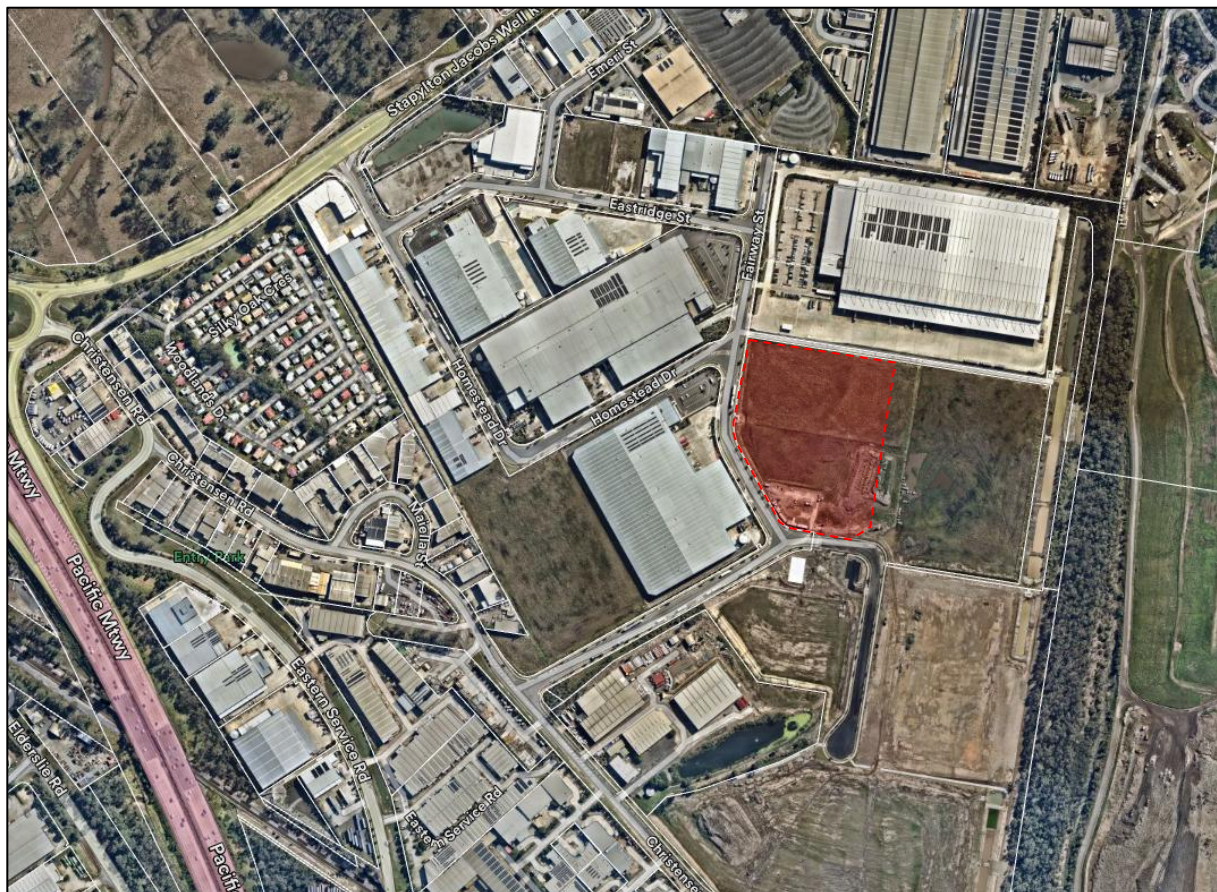


FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 DEVELOPMENT PROPOSAL

The proposed plan of development is for the construction of a Warehouse and Distribution Centre, consisting of two tenancies with a combined Gross Floor Area (GFA) of 18,562m², including 17,372m² of warehouse area and 1,190m² of ancillary office area.

Across the site, a total of 149 car parking spaces are proposed, including 101 spaces allocated to Tenancy A and 48 spaces allocated to Tenancy B.

Access is proposed via four separate vehicle crossovers along Coastlink Court and Fairway Street, comprising:

- Two combined entry/exit crossovers located along the Fairway Street frontage, providing access for light vehicles to the car parking areas;
- An entry-only crossover located at the eastern end of the Coastlink Court frontage, providing ingress for heavy vehicles; and
- An exit-only crossover located at the western end of the Coastlink Court frontage, providing egress for heavy vehicles.

The proposed site plan is shown in Figure 3.1.



4.0 CAR PARKING

4.1 Car Parking Supply

In accordance with the *M38 Industrial Place Code – AS8.1.2*, the following rates are applicable to the proposed use:

Warehouse:

2 spaces per tenancy or lot plus

1 space per 50m² of GFA up to and including 500m², and

1 space per 100m² of GFA over 500m²

Application of the above rates to the proposal (18,562m²) results in the following requirements:

4 spaces +

10 spaces for the first 500m²

181 spaces for the balance of 18,062m²

Total – 195 spaces

Application of the above rate to the proposal yields a minimum requirement of 195 car parking spaces. The proposal provides 149 spaces and is therefore short of the above Acceptable Outcome.

The tenant is yet to be confirmed; however, the building has been designed for warehouse use and can only be operated by a limited number of persons. It has not been designed for manufacturing or other industrial purposes that typically generate a relatively high density of workers.

The proposed provision of 149 car parking spaces will comfortably accommodate the expected staffing levels. This approach is consistent with recent approvals for Lots 120, 122, 204 and 303 in Vantage Estate, where the proposed parking supply was designed to suit the likely levels of workforce and visitation.

As depicted in Figures 4.1 – 4.3, a review of car parking utilisation has been carried out using Nearmap aerial imagery. As shown, the surveyed sites indicate low car parking utilisation, with car parking rates as low as 1 space per 600m² GLFA. For the above reasons, the proposed provision of 149 car parking spaces will adequately service the proposed building without causing an overflow of parking demand into the public street system.



FIGURE 4.1 – CAR PARKING DEMANDS AT 1 BLUESTONE PLACE, YATALA (GFA APPROX: 9,000M²)

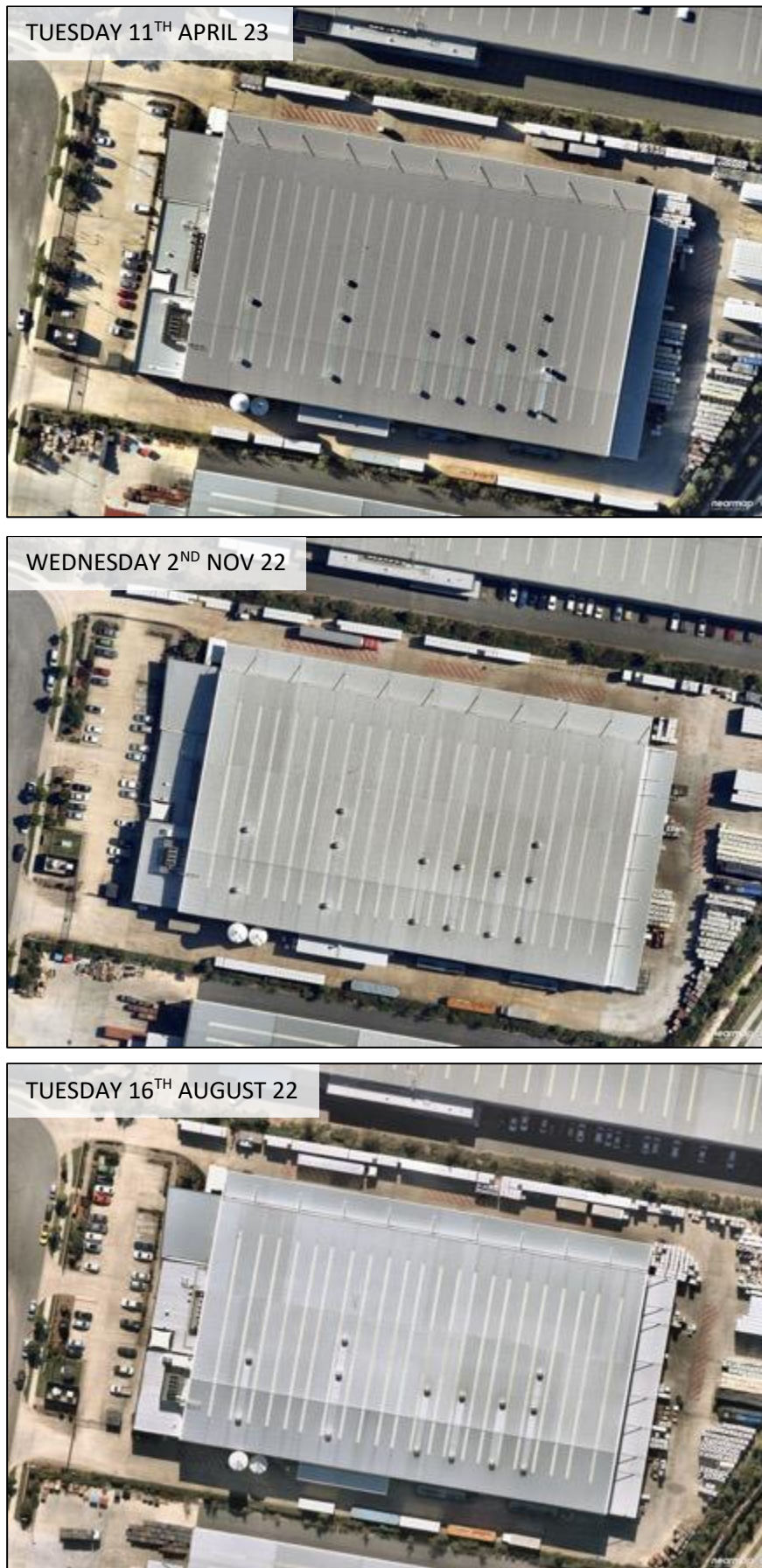


FIGURE 4.2 – CAR PARKING DEMANDS AT 23 ARTHUR DIXON COURT, YATALA (GFA APPROX: 8,000M²)

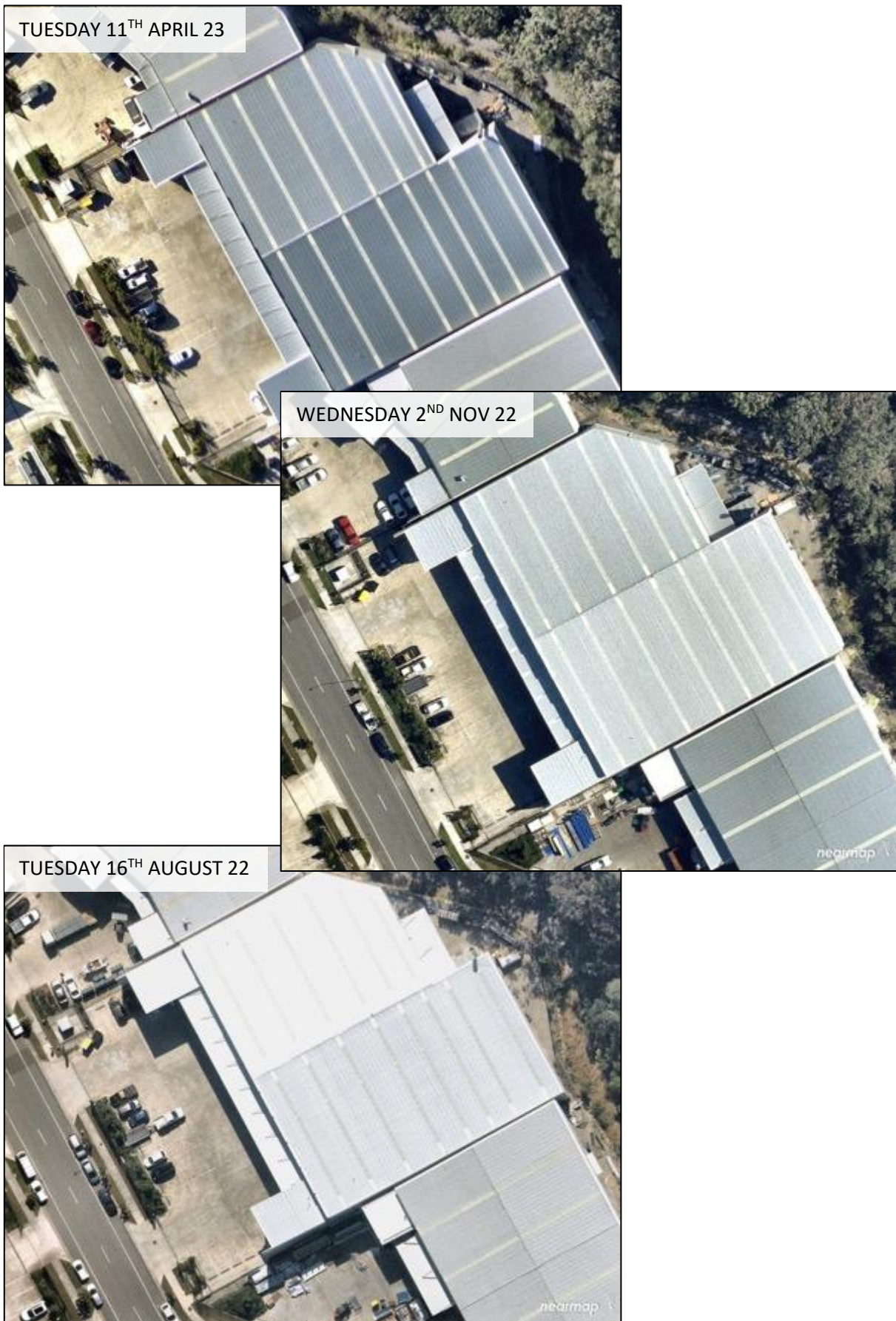


FIGURE 4.3 – CAR PARKING DEMANDS AT 14 THOMAS HANLON COURT, YATALA (GFA APPROX: 2,500M²)

4.2 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the Car Parking, Access and Transport Integration Constraint Code (2003) and AS2890.1: 2004.

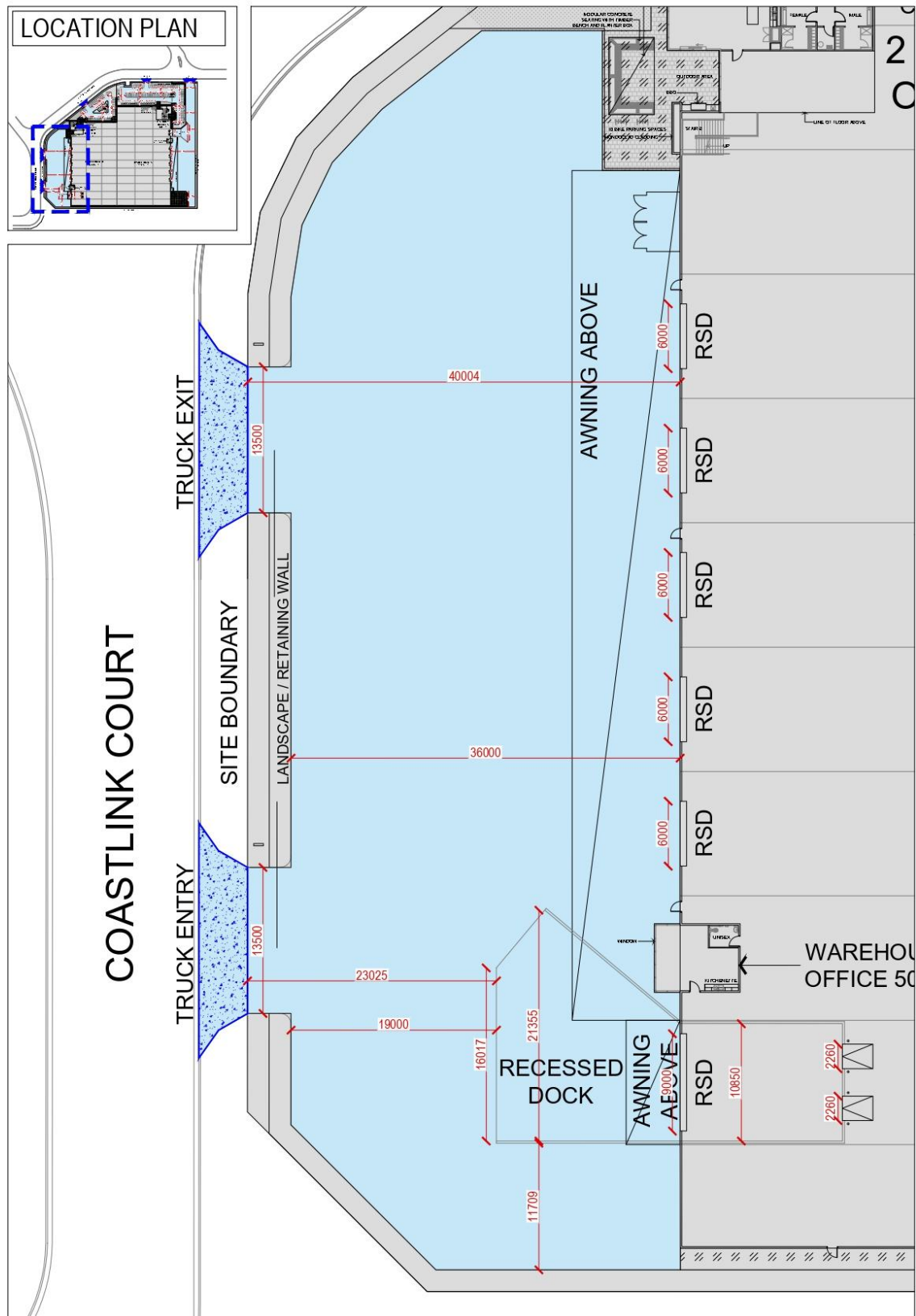
The proposed car parking layout has the following dimensions:

Table 4.2 – Car Parking Design Characteristics

Design Aspect	Minimum AS2890.1 Standard	Proposed	Compliance
Parking space length: - General - PWD Bay	5.4 metres 5.4 metres	5.4 metres 5.4 metres	Compliant Compliant
Parking space width: - General - PWD Bay	2.5 metres 2.4 metres, plus 2.4m wide shared zone	2.5 metres 2.5 metres, plus 2.5m wide shared zone	Compliant Compliant
Aisle Width: - Parking aisle - Circulation aisle	5.8 metres 5.8 metres	6.2 metres 6.2 metres	Compliant Compliant
Maximum Gradient - Parking Bay - Parking Aisle - PWD Bay	1:20 (5.0%) 1:16 (6.25%) 1:40 (2.5%)	<1:20 (5.0%) <1:20 (5.0%) <1:40 (2.5%)	Compliant
Maximum Change in Grade	1:8 (12.5%) summit 1:6.67 (15.0%) sag	<1:8 (12.5%) summit <1:8 (12.5%) sag	Compliant
Height Clearance - General Min. - Absolute Min.	2.2 metres N/A	>2.2 metres	Compliant
Parking Aisle Extension	1 metre beyond last bay	>1 metre beyond last bay	Compliant

Dimensioned plans of the typical parking configuration at various modules throughout the site are shown in Figures 4.4 – 4.8.

A swept path analysis has been prepared for the proposed parking arrangements in accordance with AS2890.1:2004, adopting B85 and B99 design vehicles. As shown in Figures 4.9 – 4.14, such can satisfactorily negotiate the proposed arrangements and enter and exit the site in a forward gear.



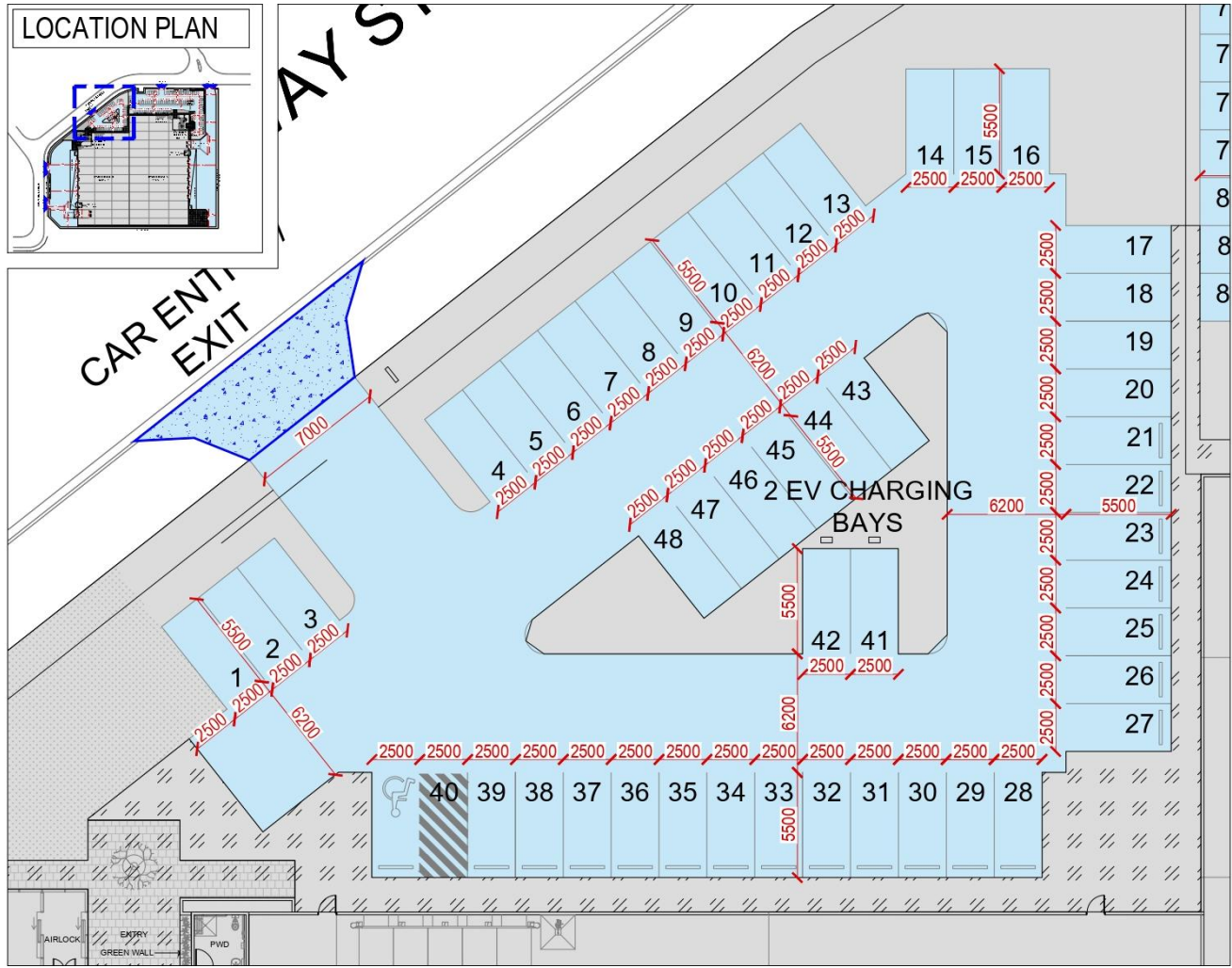


FIGURE 4.5 – PROPOSED CAR PARKING DIMENSIONS

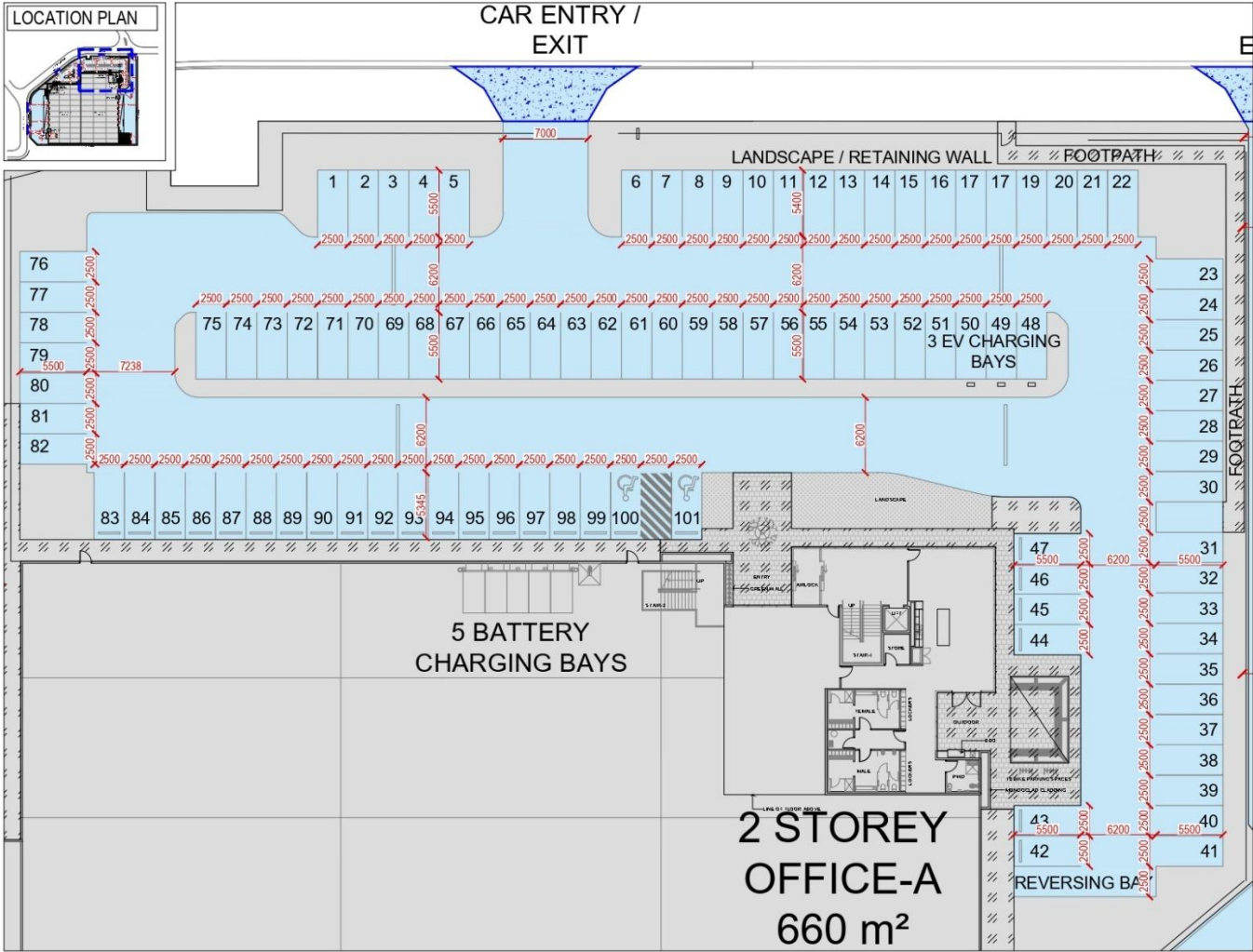


FIGURE 4.6 – PROPOSED CAR PARKING DIMENSIONS

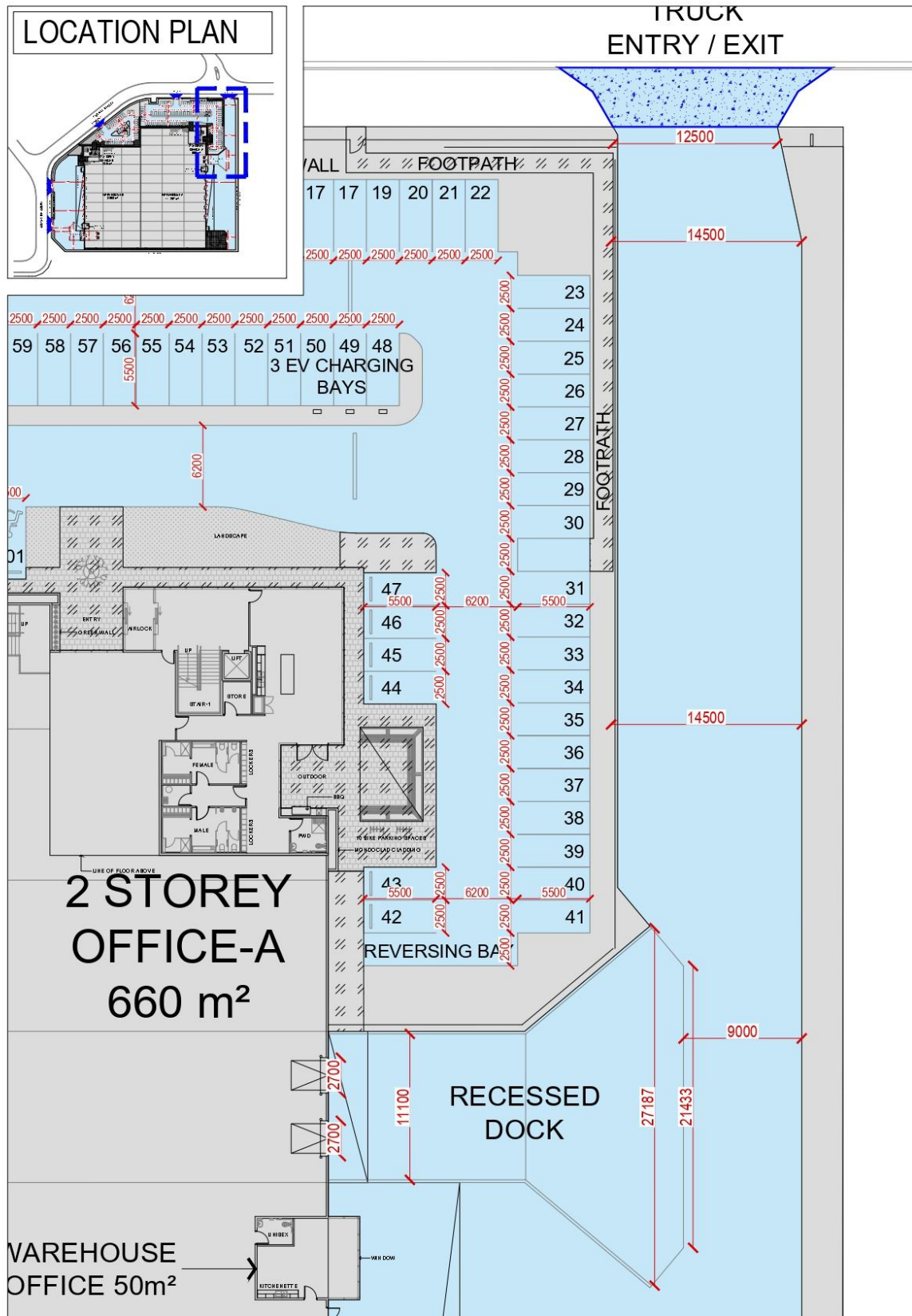


FIGURE 4.7 – PROPOSED DIMENSIONS OF LOADING AREA

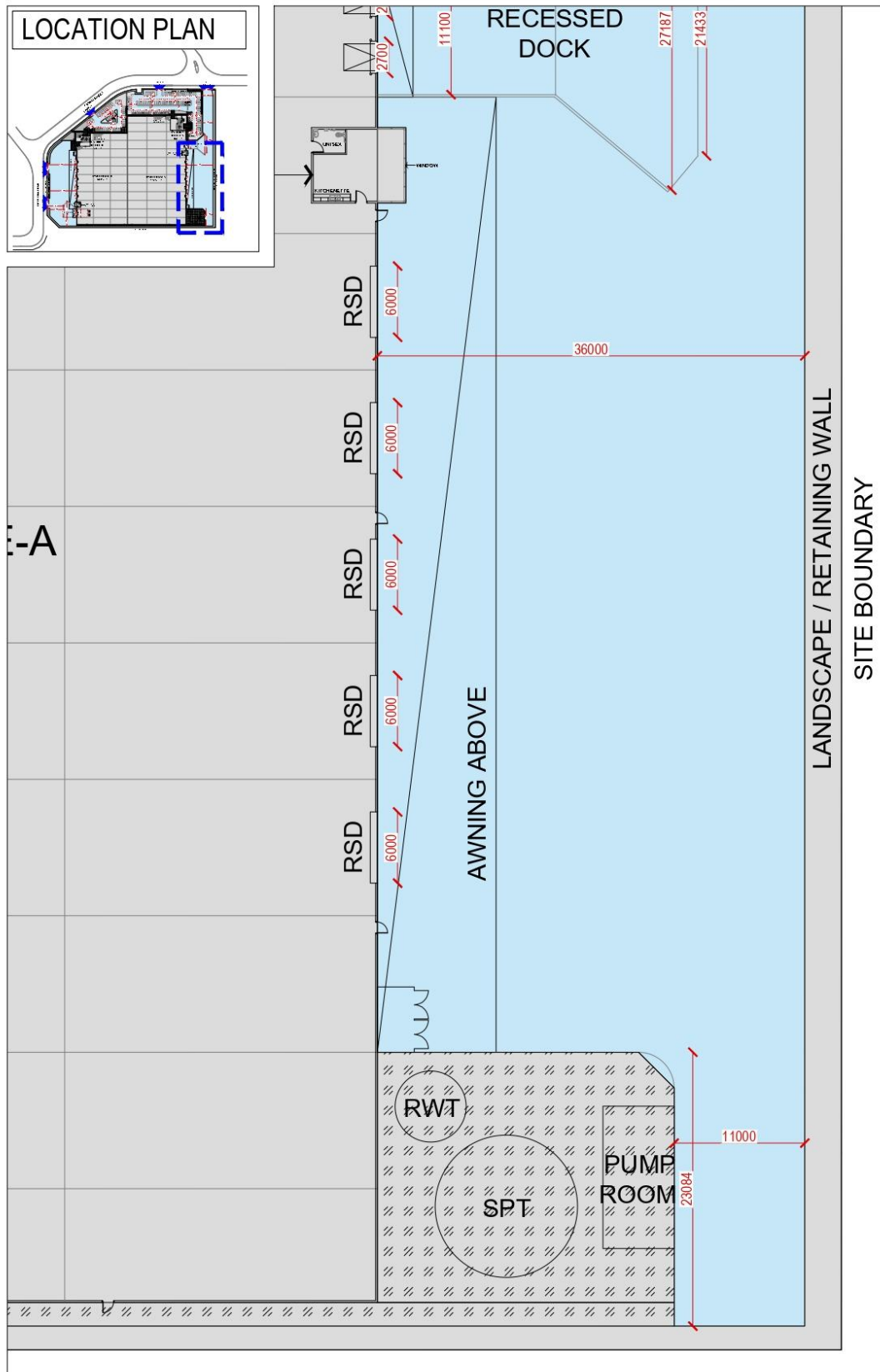


FIGURE 4.8 – PROPOSED DIMENSIONS OF LOADING AREA

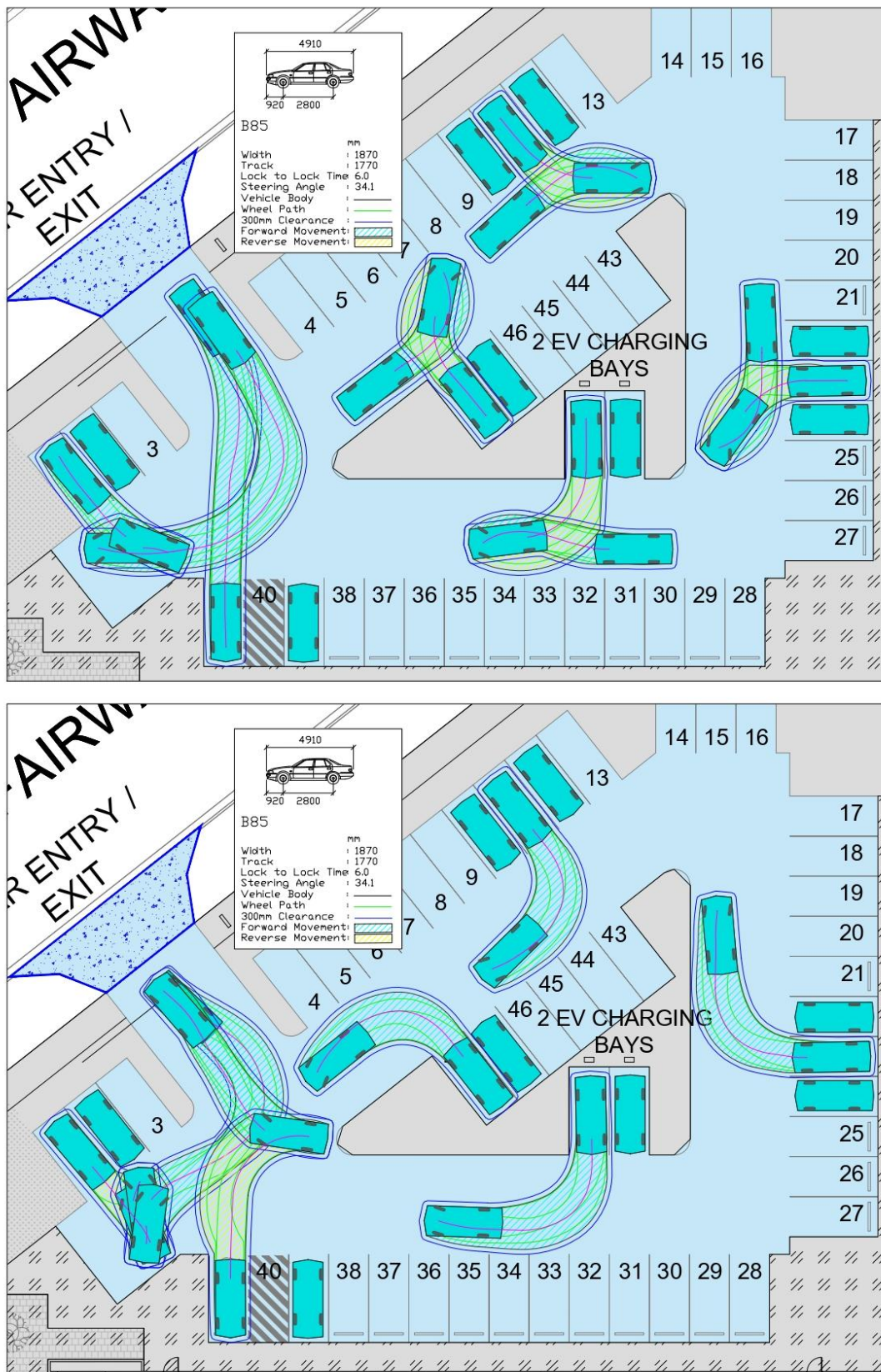


FIGURE 4.9 – 85TH PERCENTILE VEHICLE MANOEUVRING

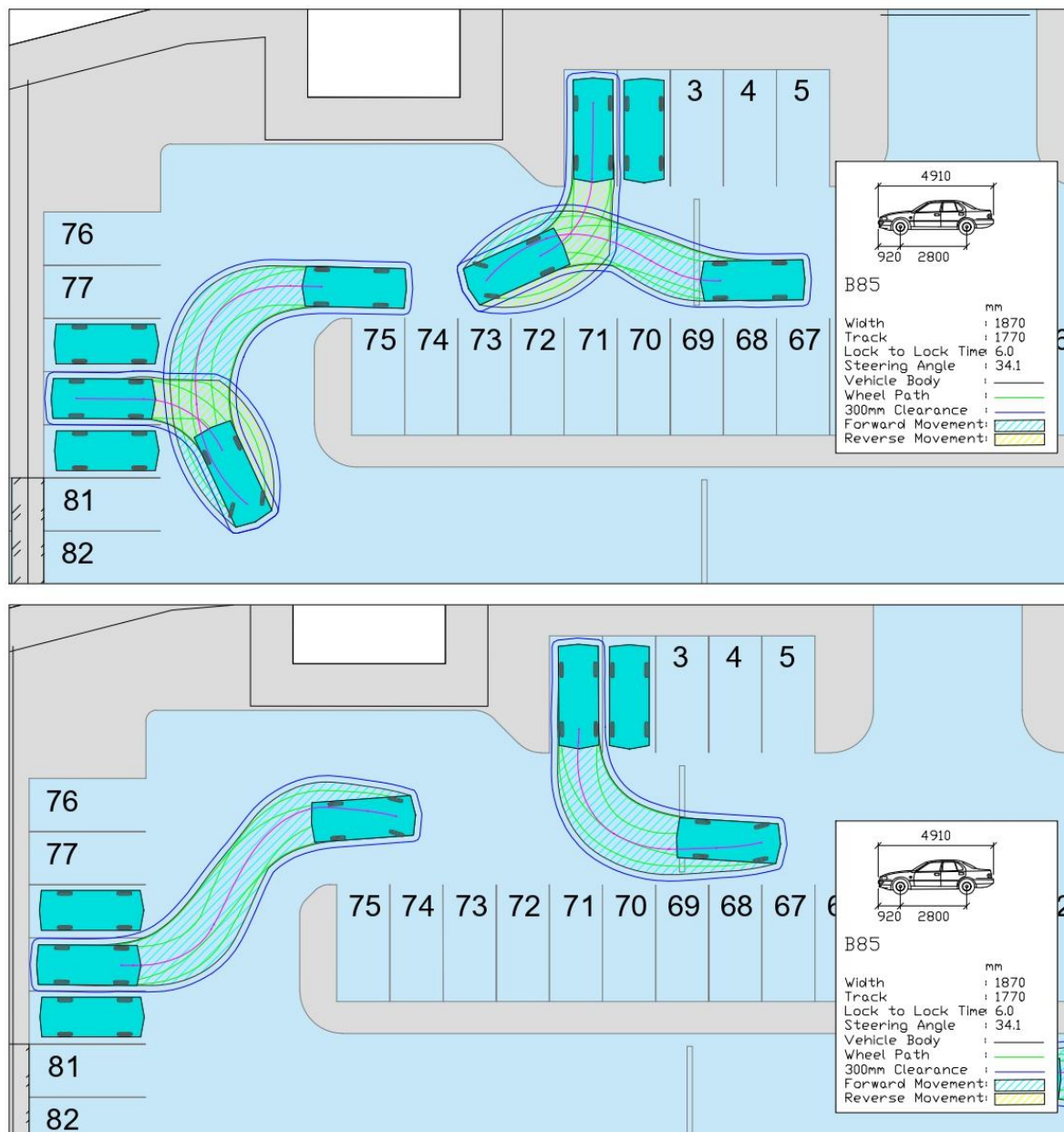


FIGURE 4.10 – 85TH PERCENTILE VEHICLE MANOEUVRING

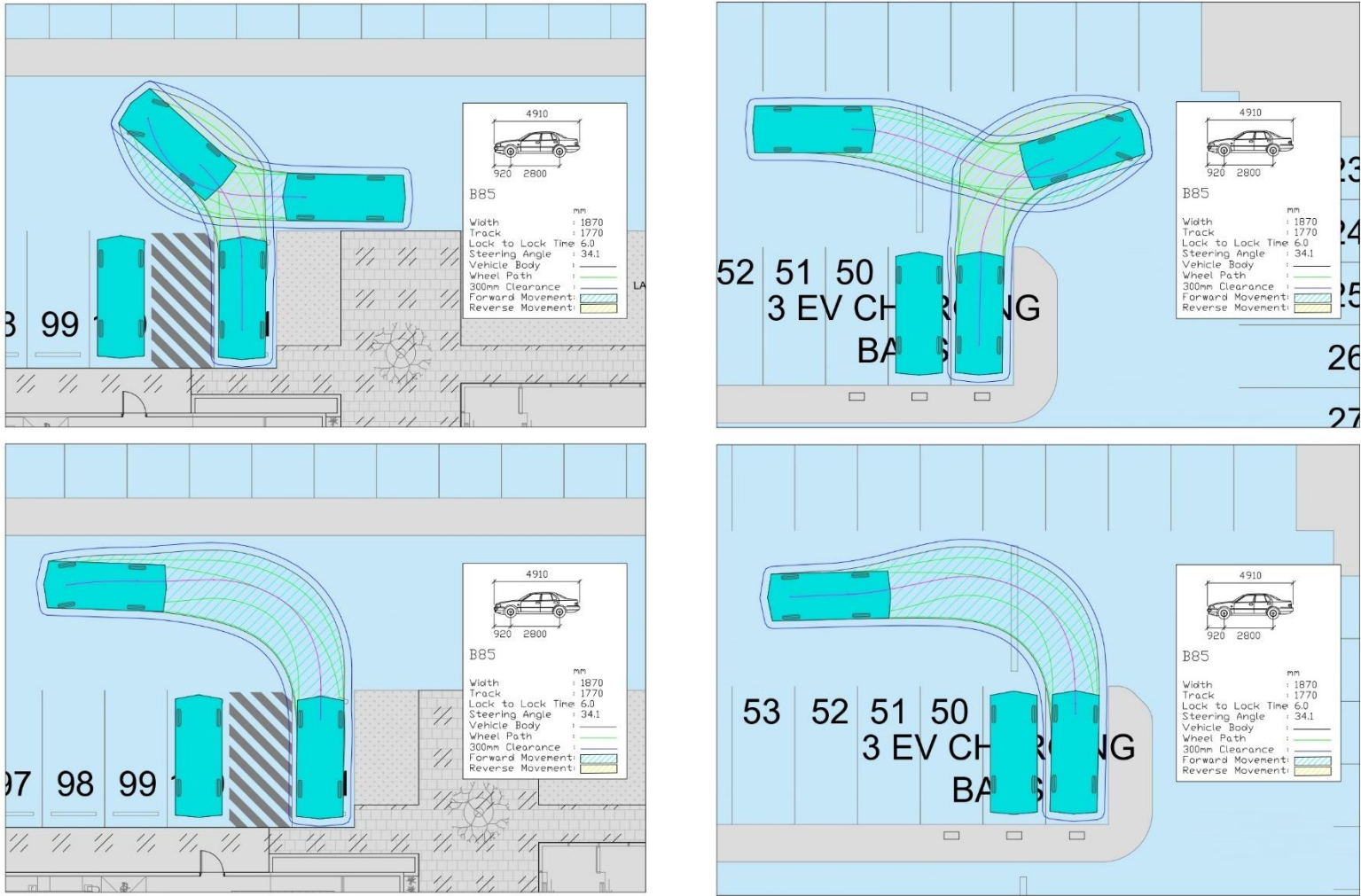


FIGURE 4.11 – 85TH PERCENTILE VEHICLE MANOEUVRING

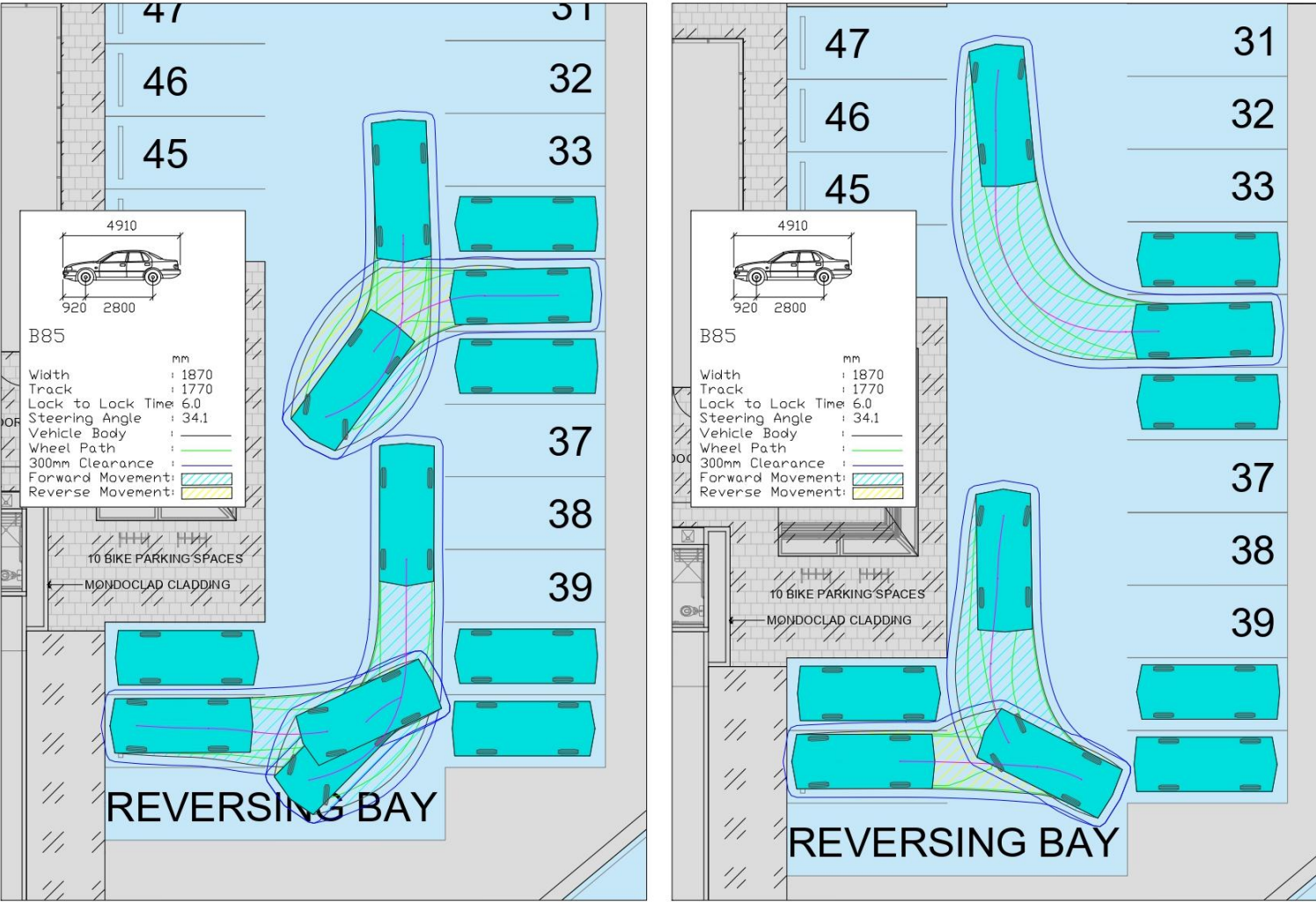


FIGURE 4.12 – 85TH PERCENTILE VEHICLE MANOEUVRING

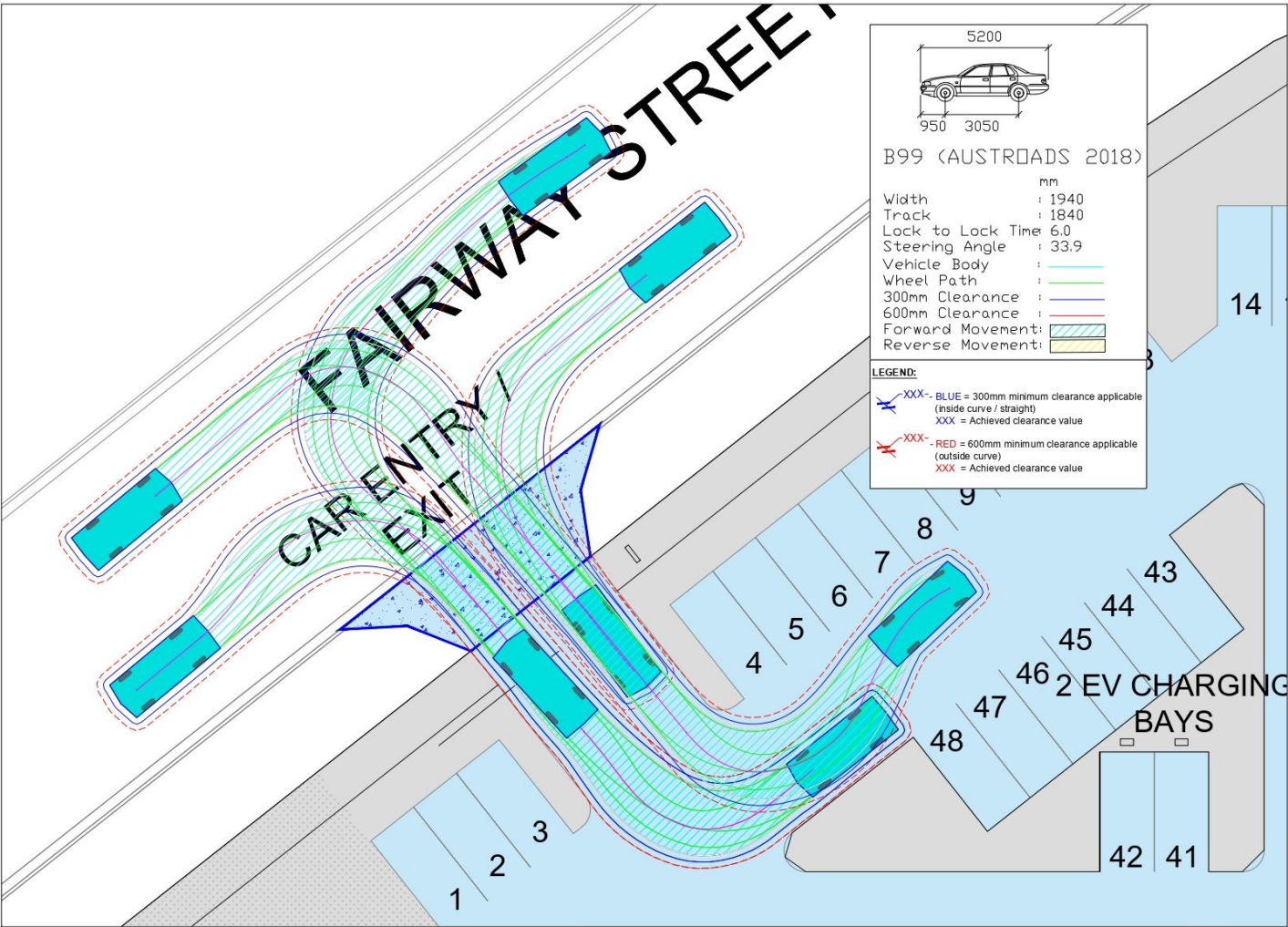


FIGURE 4.13 – 99TH PERCENTILE VEHICLE MANOEUVRING

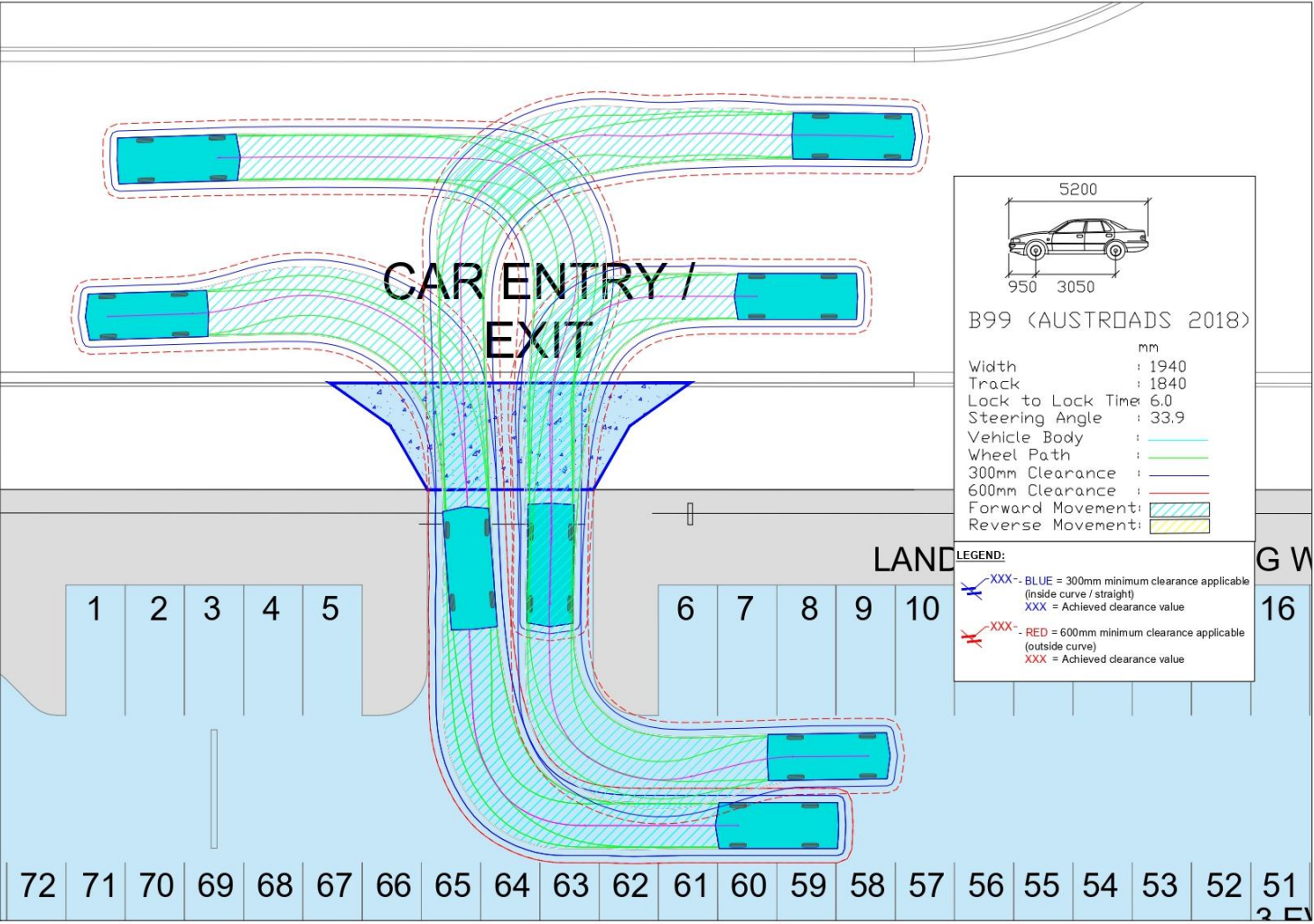


FIGURE 4.14 – 99TH PERCENTILE VEHICLE MANOEUVRING

5.0 ACCESS ARRANGEMENTS

Access is proposed via four separate vehicle crossovers along Coastlink Court and Fairway Street, comprising:

- Two combined entry/exit crossovers located along the Fairway Street frontage, providing access for light vehicles to the car parking areas;
- An entry-only crossover located at the eastern end of the Coastlink Court frontage, providing ingress for heavy vehicles; and
- An exit-only crossover located at the western end of the Coastlink Court frontage, providing egress for heavy vehicles.

As shown in Figures 5.1 – 5.5, the proposed vehicle crossovers have been designed in accordance with the IPWEA Standard Drawings RS-051 suitable for the intended design vehicle.

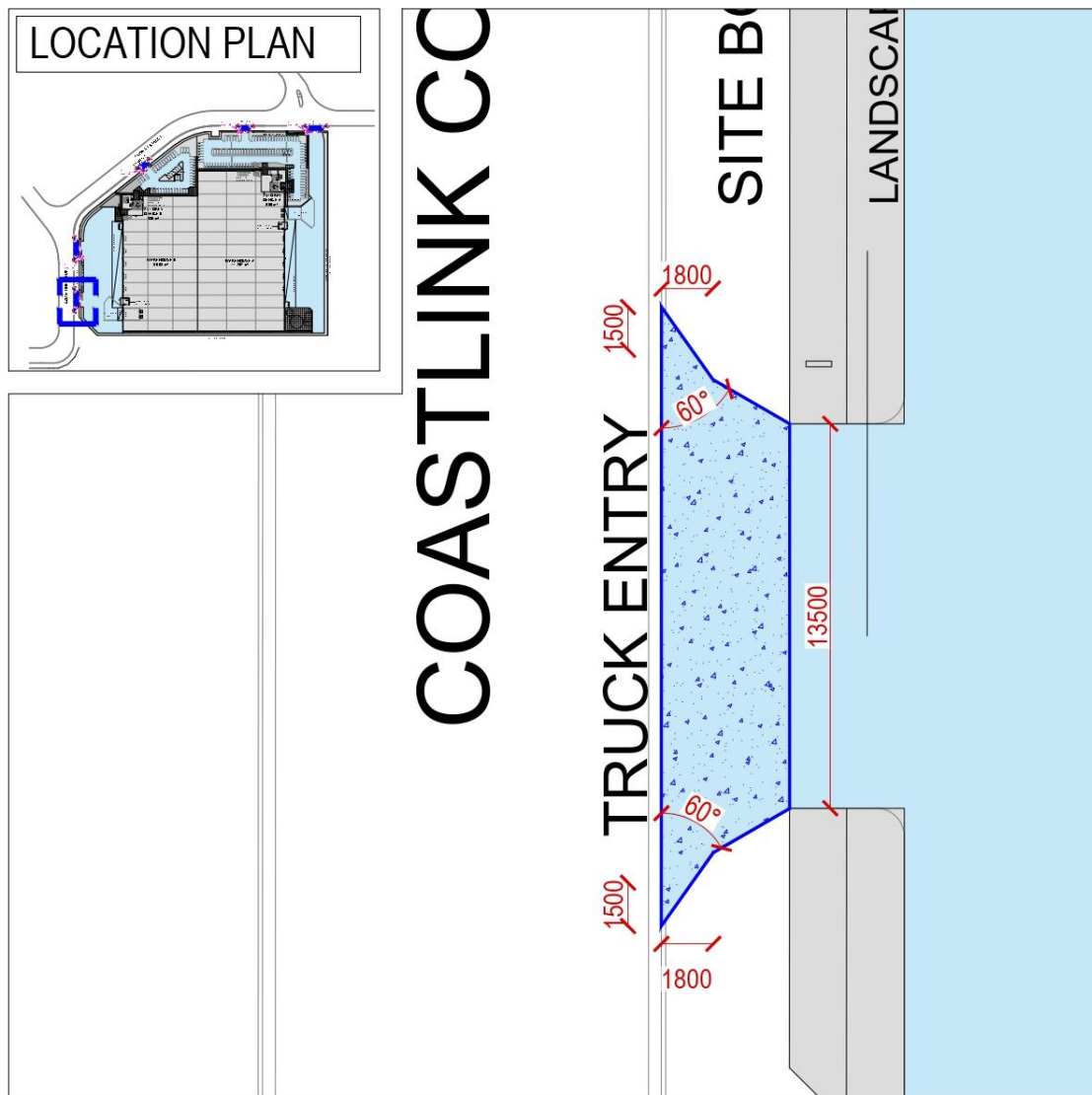


FIGURE 5.1 – ACCESS ARRANGMENTS (WESTERN HEAVY VEHICLE CROSSOVER)

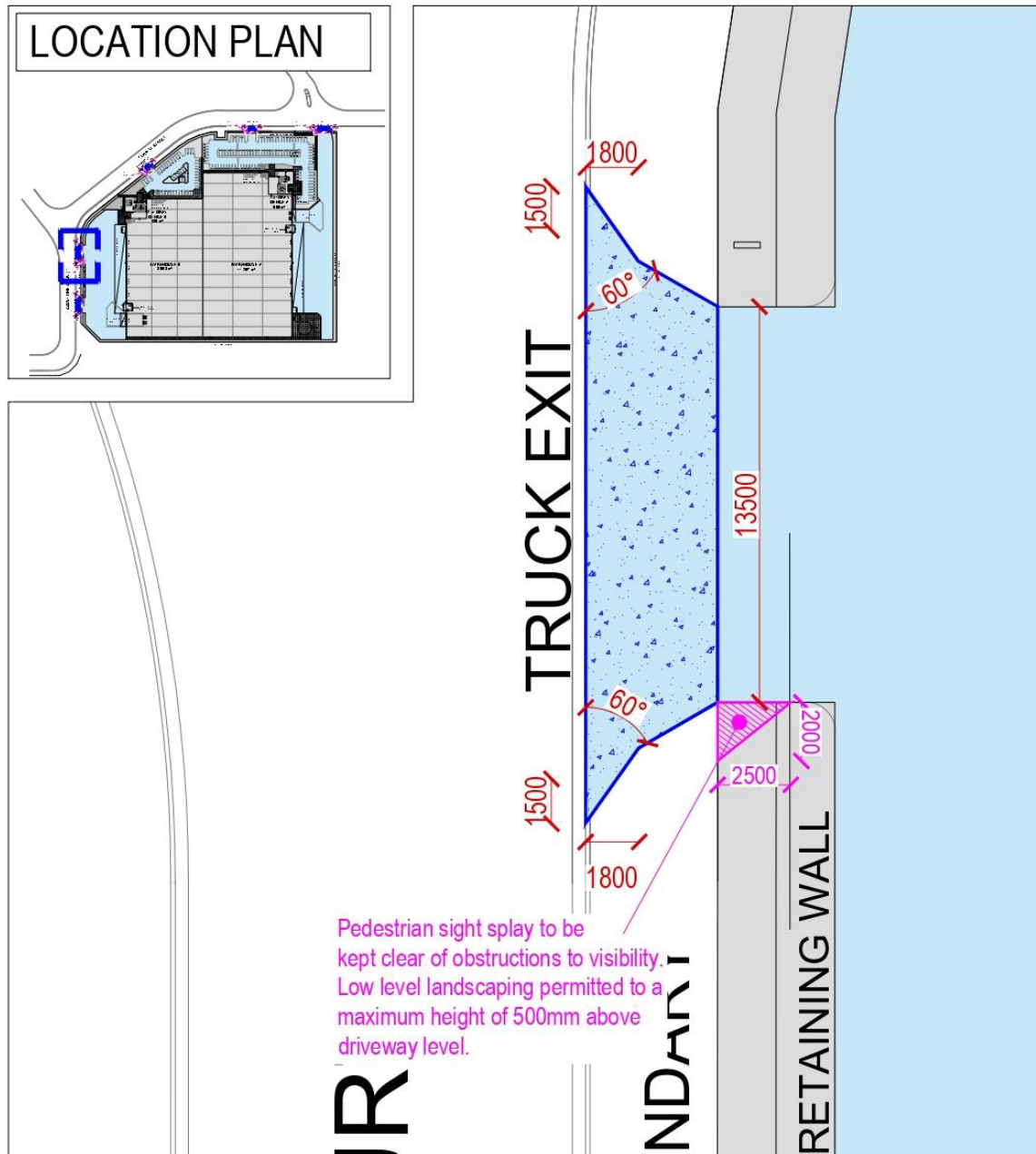


FIGURE 5.2 – ACCESS ARRANGMENTS (WESTERN HEAVY VEHICLE CROSSOVER)

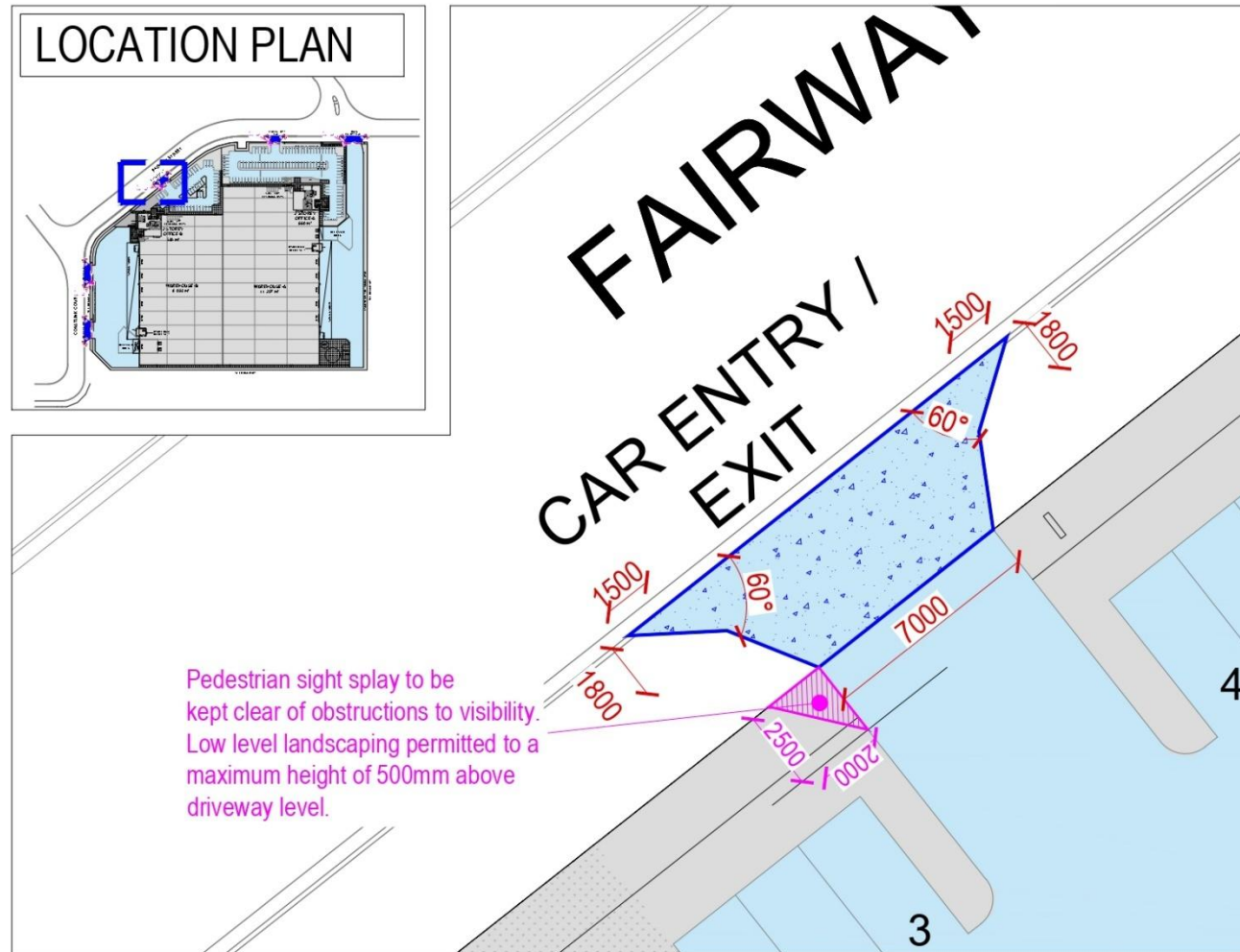


FIGURE 5.3 – ACCESS ARRANGMENTS (NORTHERN LIGHT VEHICLE CROSSOVER)

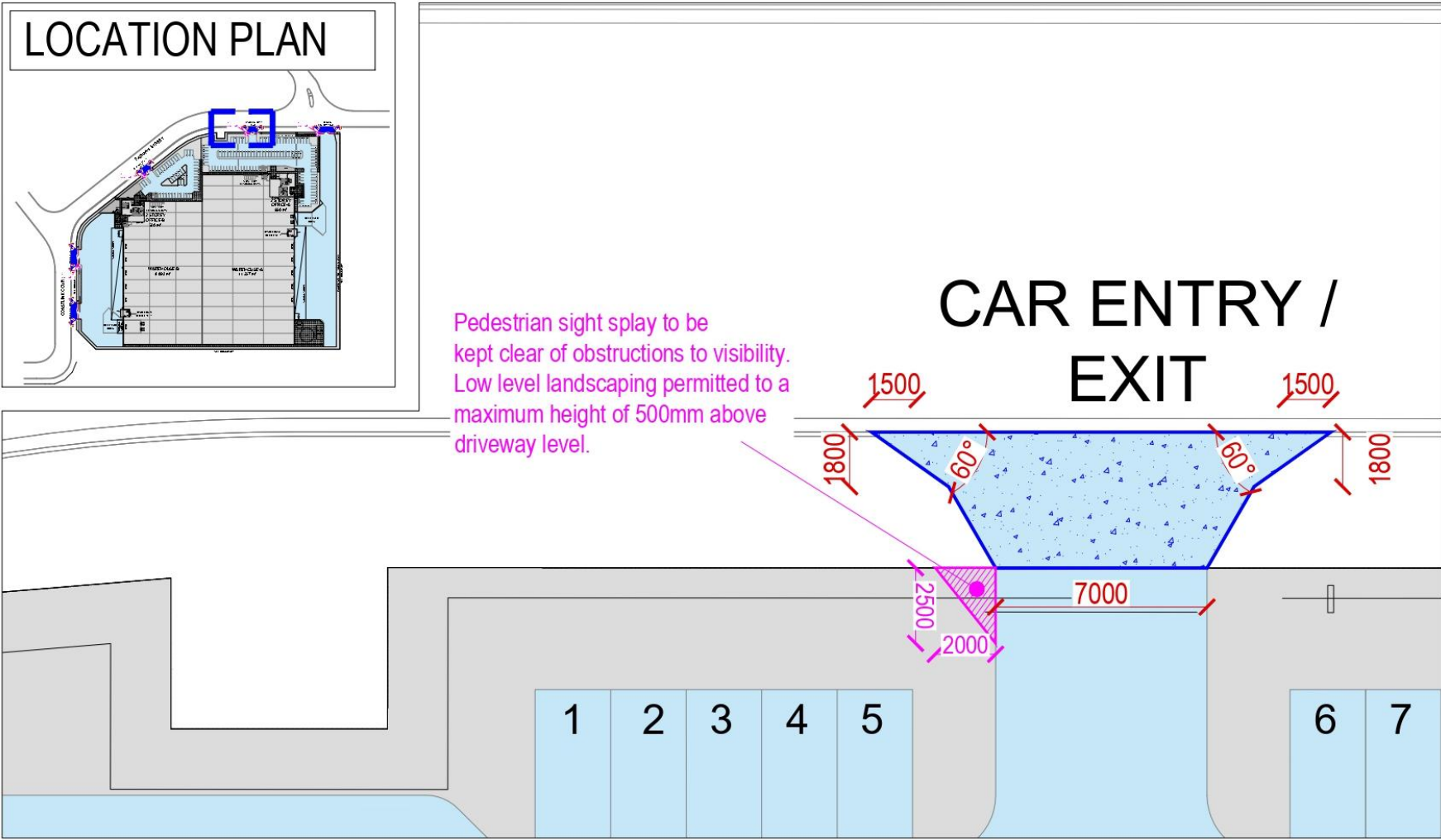


FIGURE 5.4 – ACCESS ARRANGMENTS (NORTHERN LIGHT VEHICLE CROSSOVER)

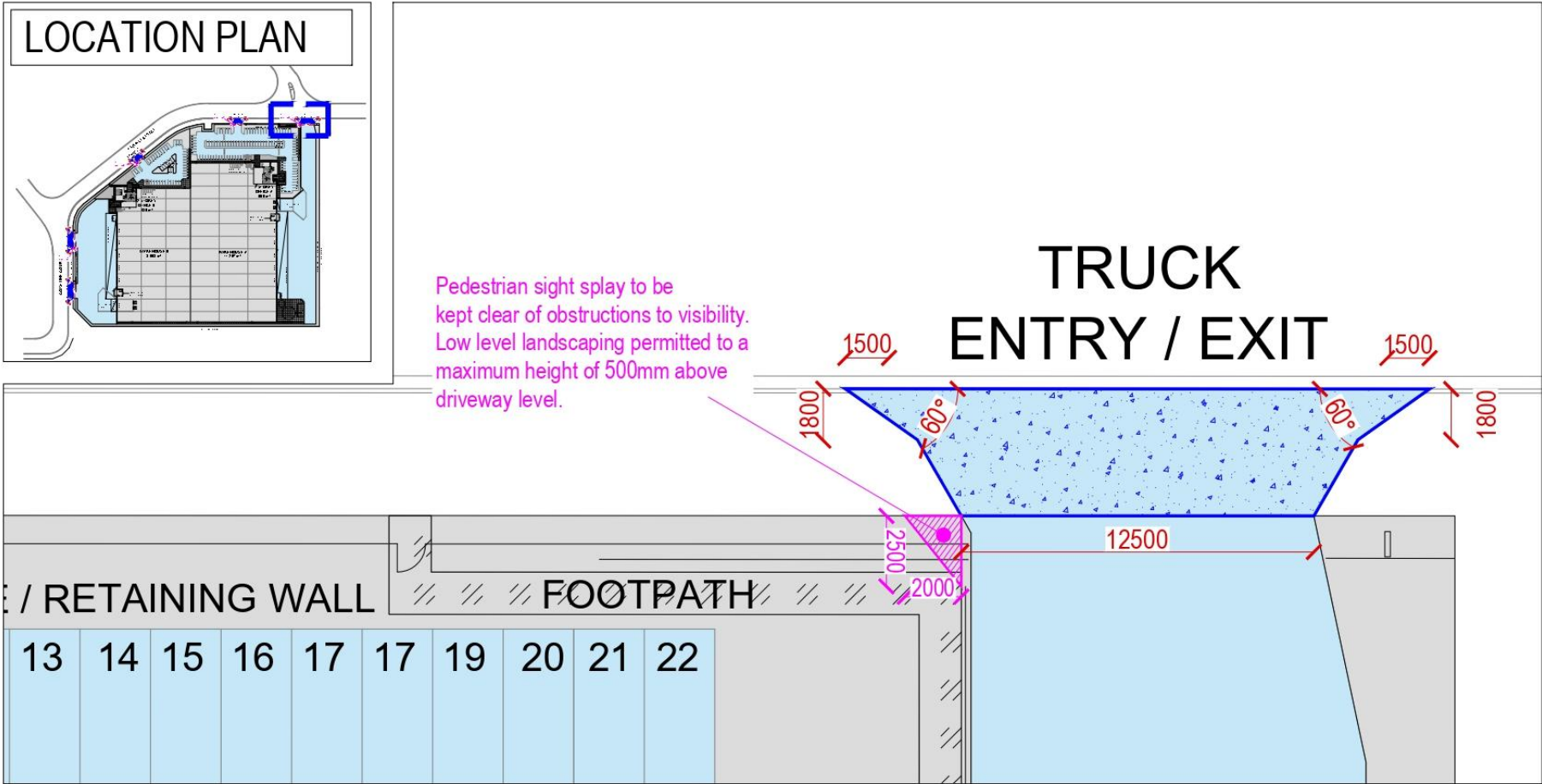


FIGURE 5.5 – ACCESS ARRANGMENTS (NORTHERN HEAVY VEHICLE CROSSOVER)

6.0 PROPOSED LOADING ARRANGEMENTS

6.1 Acceptable Solution

In accordance with the City of Gold Coast Car Parking, Access and Transport Integration Constraint Code, the development is required to accommodate an Articulated Vehicle (AV) for servicing.

6.2 Delivery Vehicles

The proposed plan of development has been designed to allow vehicles up to a B – Double to satisfactorily access and circulate through the site whilst maintaining 0.5 metres clearance to obstructions at all times.

Swept path analysis of the proposed design vehicles negotiating the proposed arrangements are shown in Figure 6.1 – 6.10.

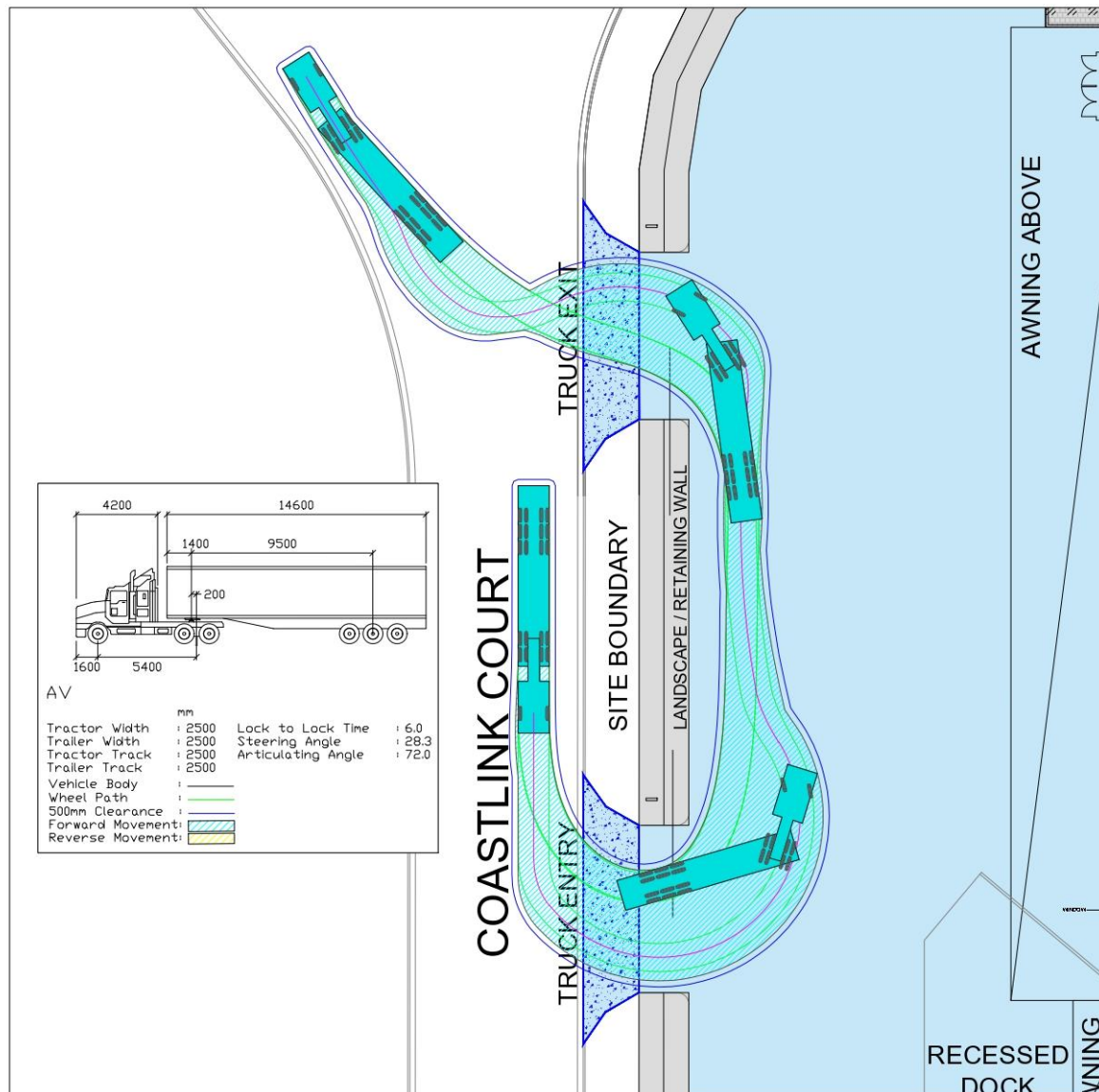


FIGURE 6.1 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

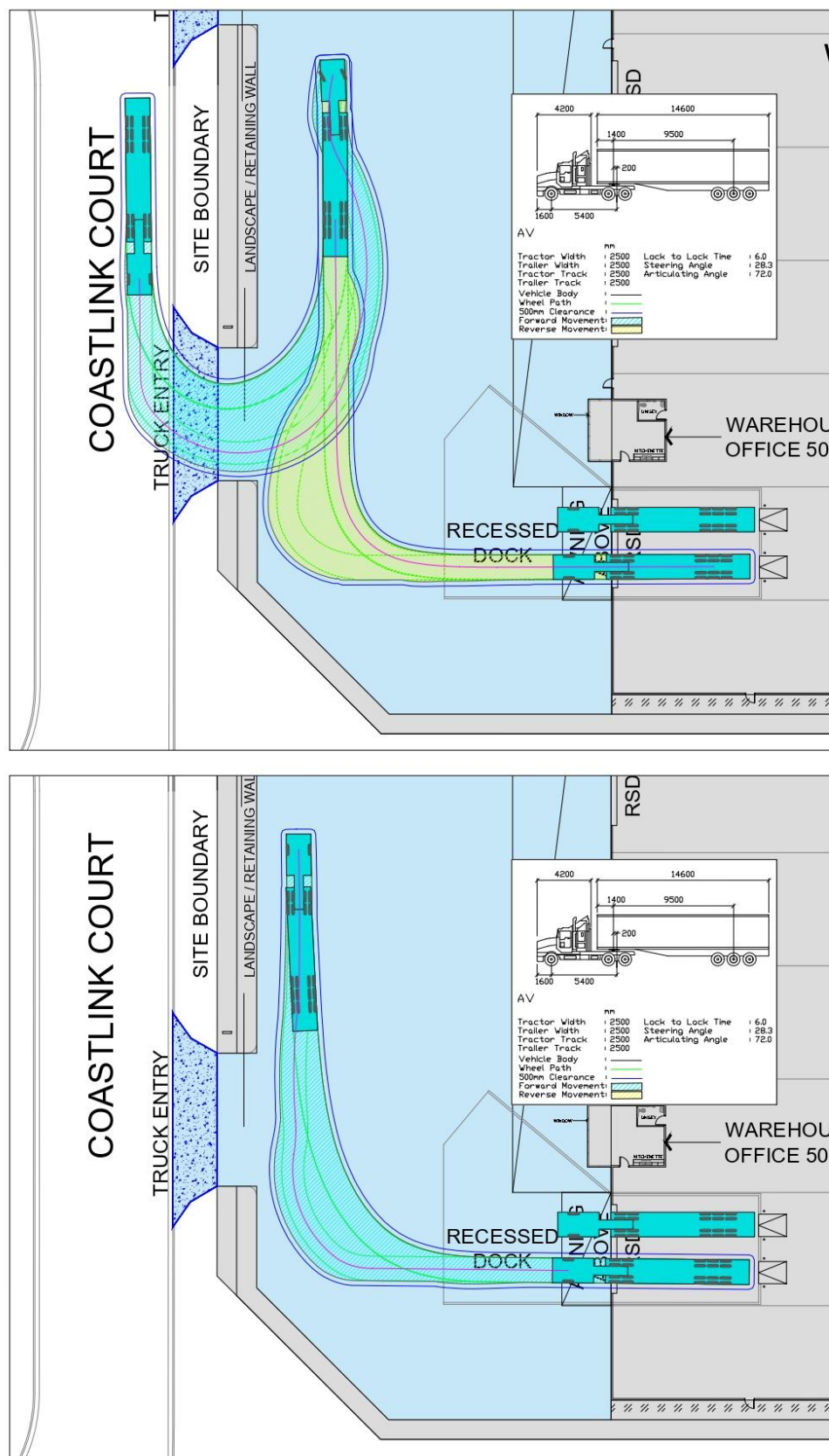


FIGURE 6.2 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)



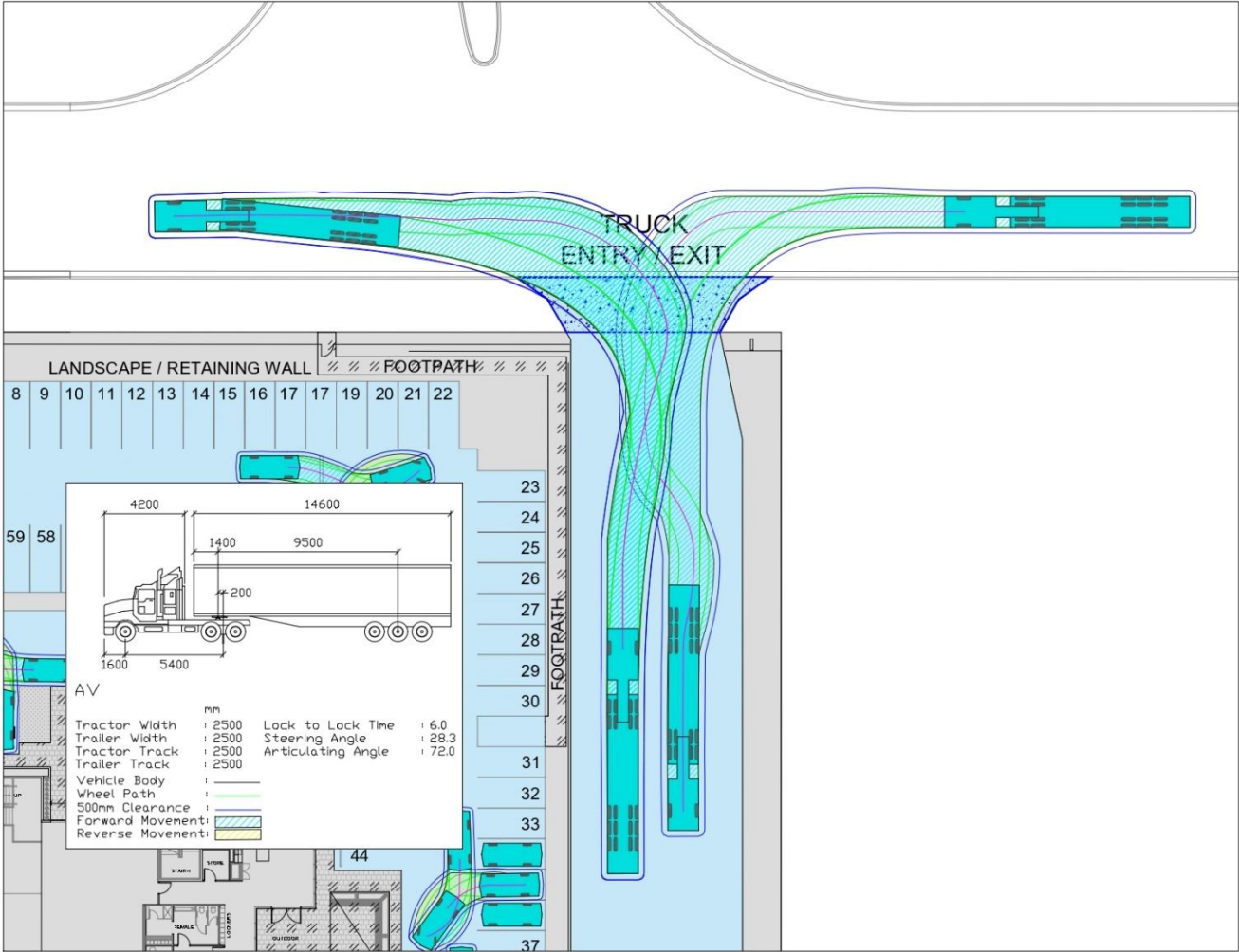


FIGURE 6.4 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

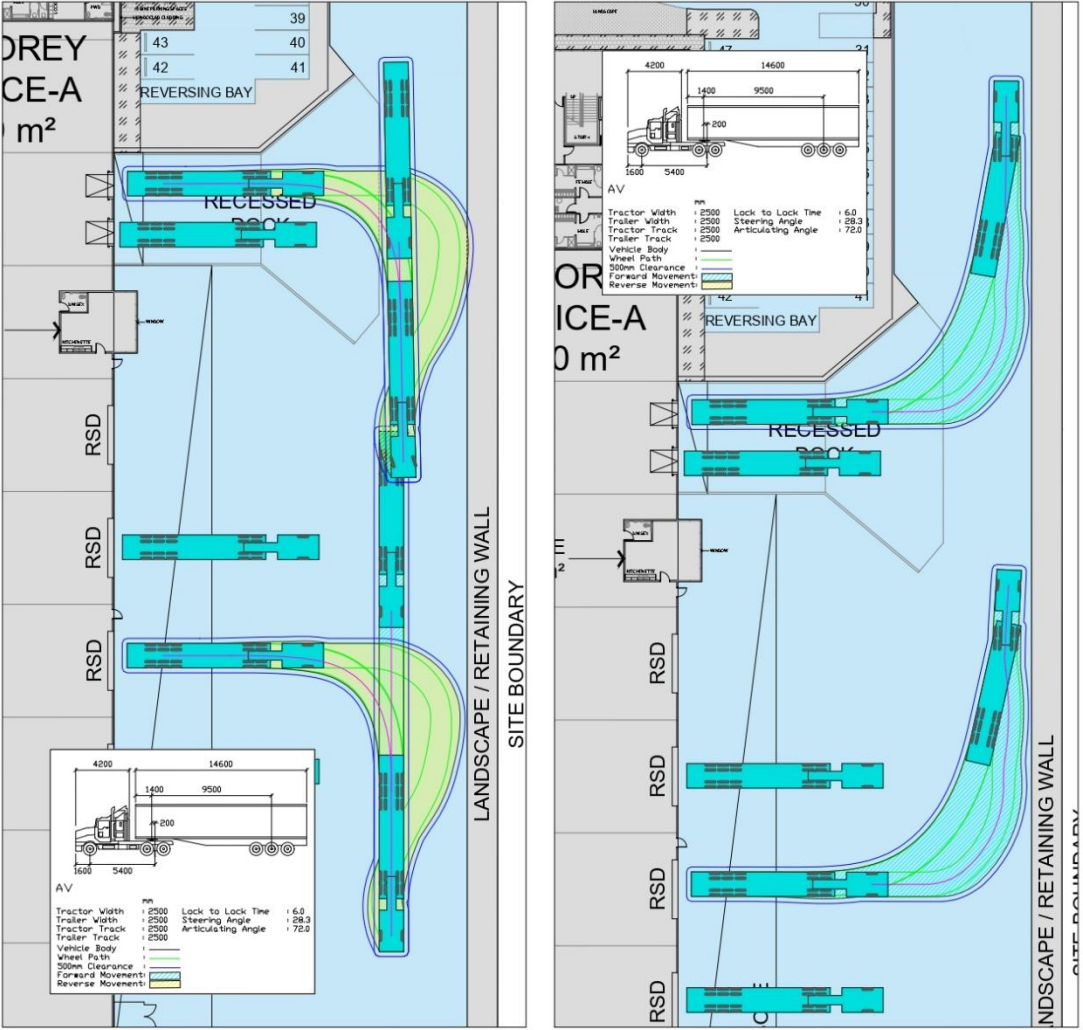


FIGURE 6.5 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

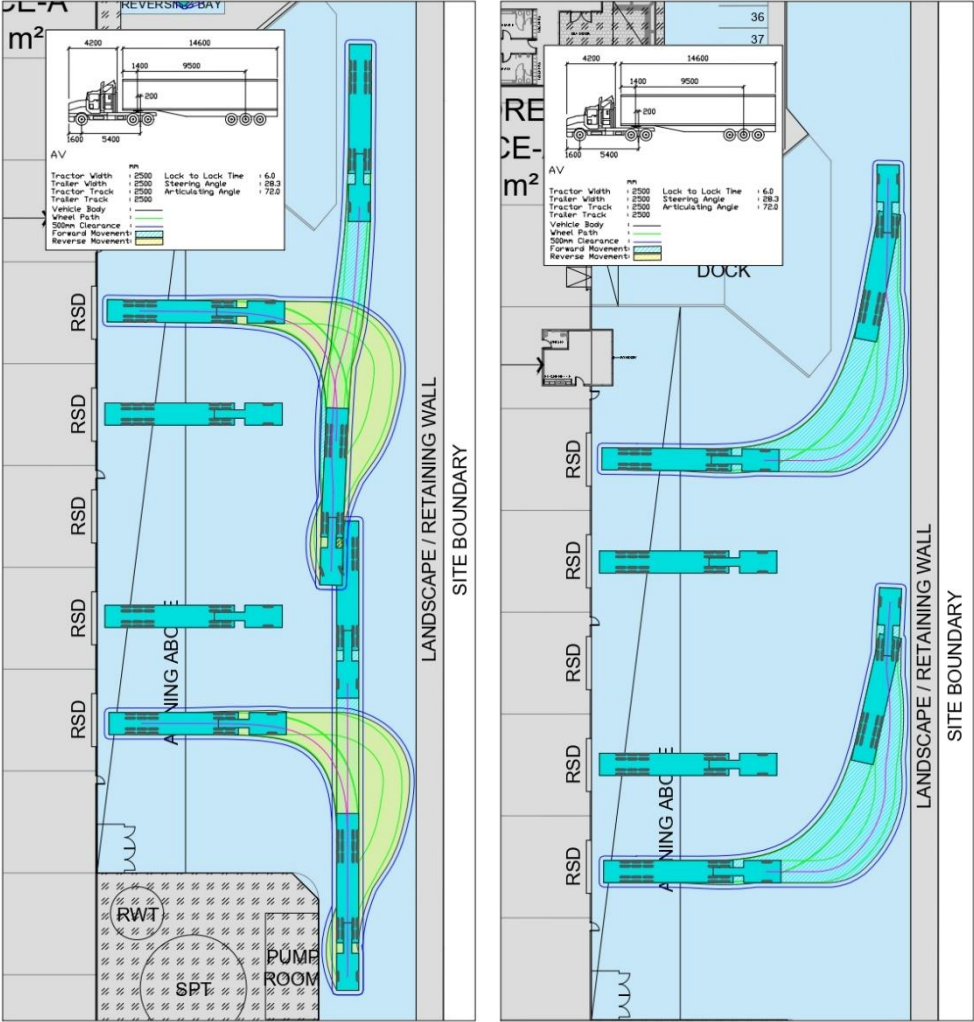


FIGURE 6.6 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

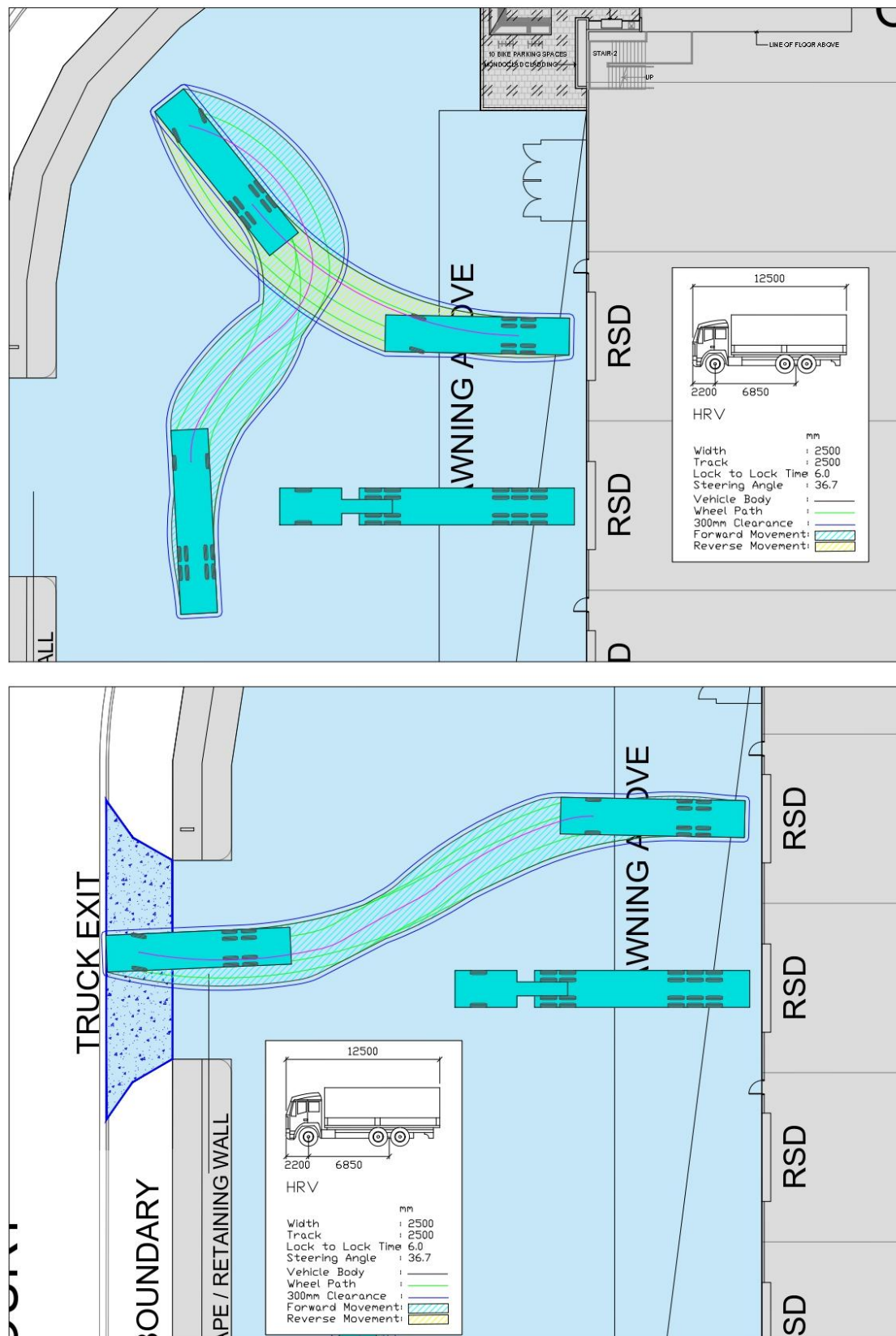


FIGURE 6.7 – ON-SITE SERVICE VEHICLE MANOEUVRING (HEAVY RIGID VEHICLE)

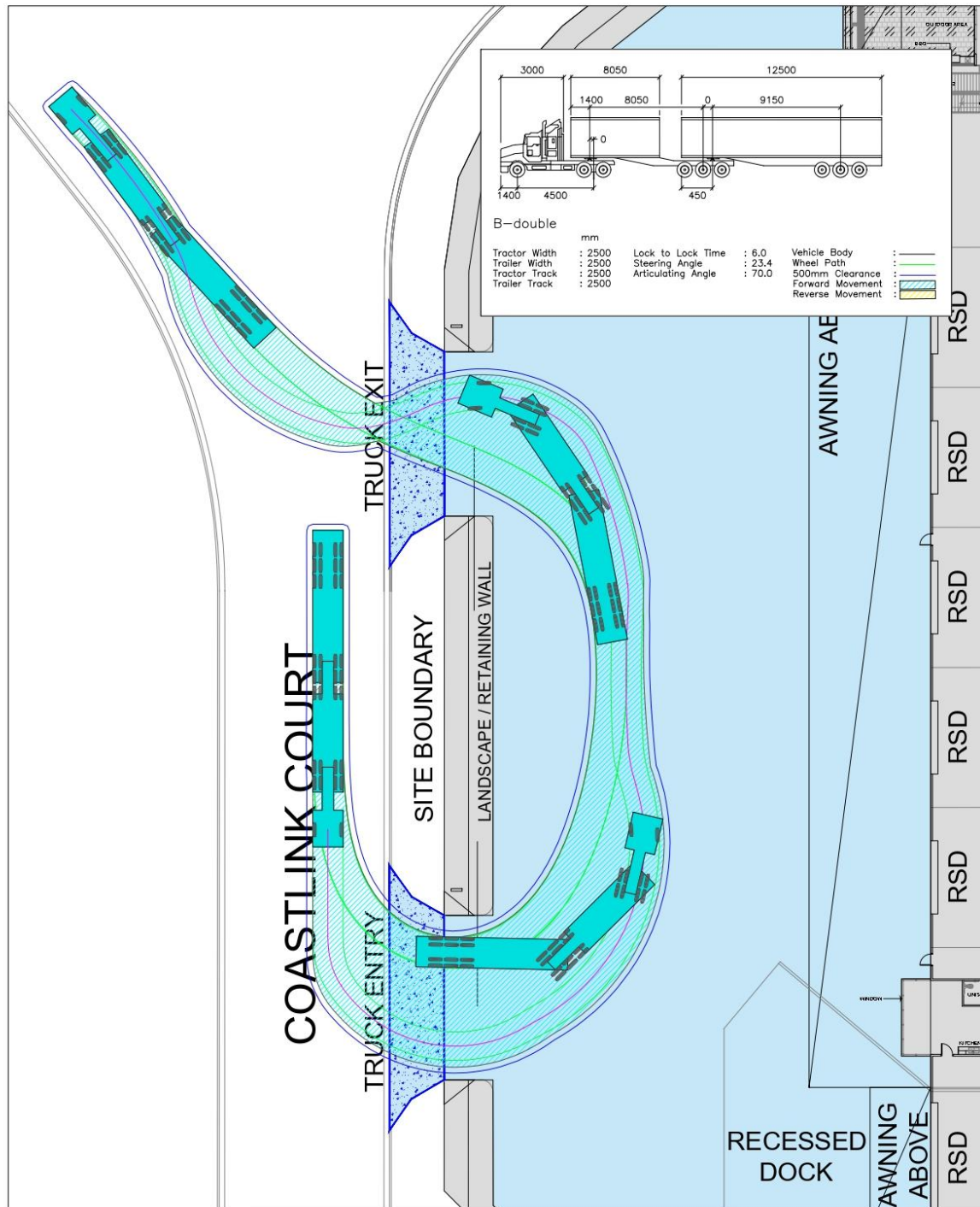


FIGURE 6.8 – ON-SITE SERVICE VEHICLE MANOEUVRING (B-DOUBLE)

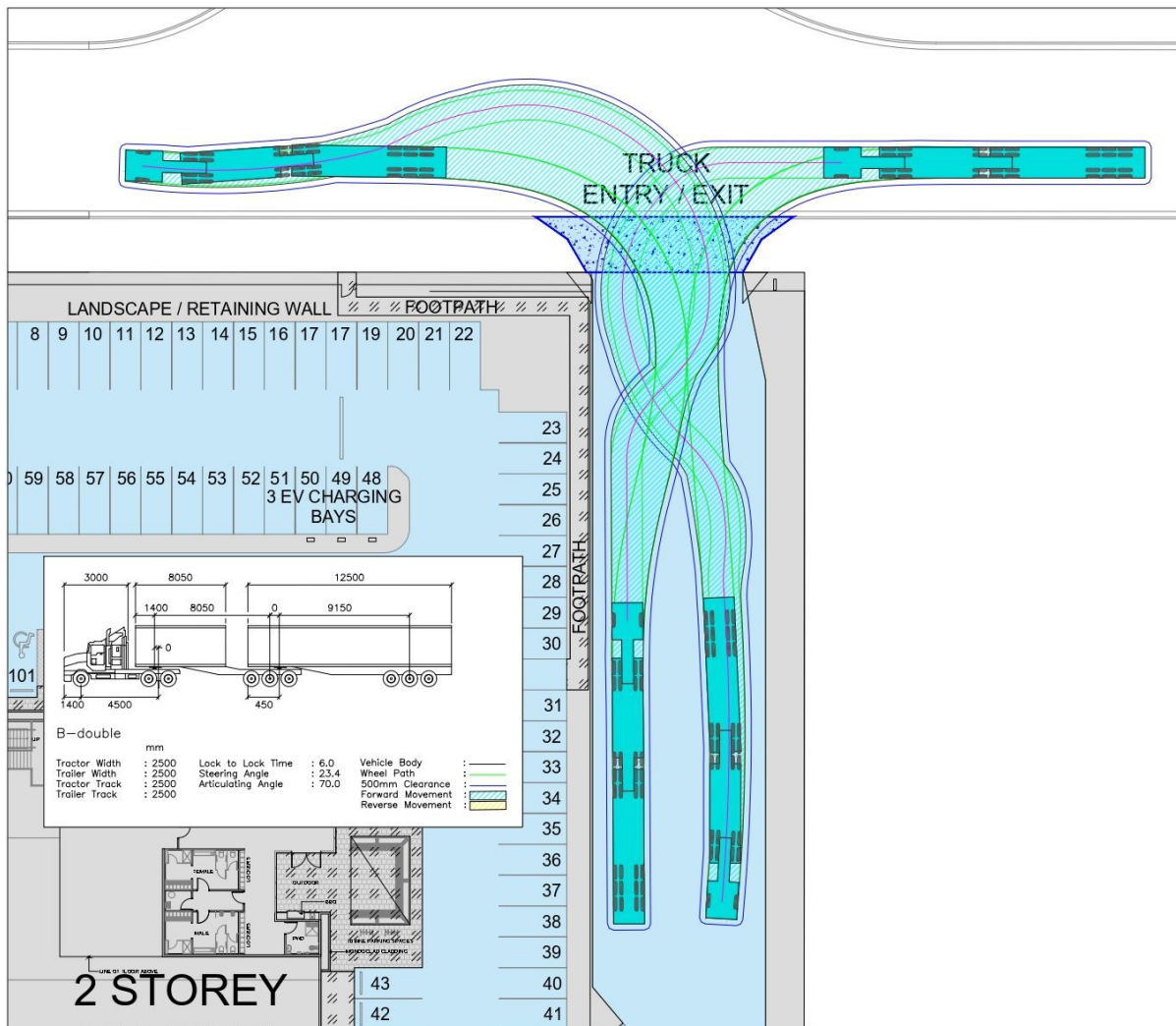


FIGURE 6.9 – ON-SITE SERVICE VEHICLE MANOEUVRING (B-DOUBLE)

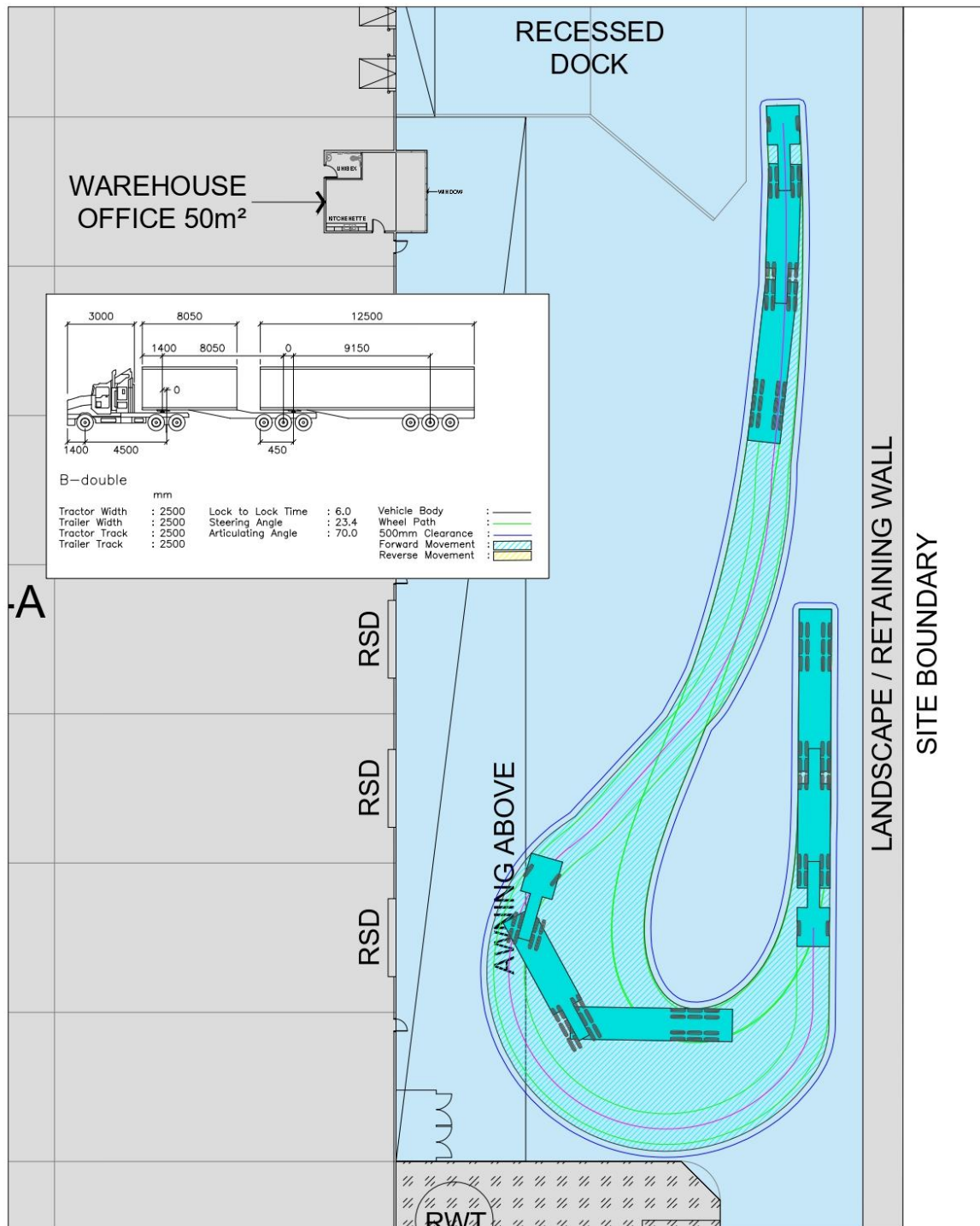


FIGURE 6.10 – ON-SITE SERVICE VEHICLE MANOEUVRING (B-DOUBLE)

7.0 PROVISION FOR SERVICE VEHICLES

7.1 Waste Collection Vehicles

As shown in Figures 7.1 and 7.2, a 10.5m front loading Waste Collection Vehicle (WCV) can satisfactorily access, manoeuvre and circulate within the site.

7.2 Fire Appliance Access

As shown in Figures 7.3 – 7.5, an 8.35m emergency fire truck can satisfactorily access, manoeuvre and circulate within the site.

As shown in Figures 7.6 and 7.7, an 11.7m hydraulic platform truck can satisfactorily access, manoeuvre and circulate within the site.

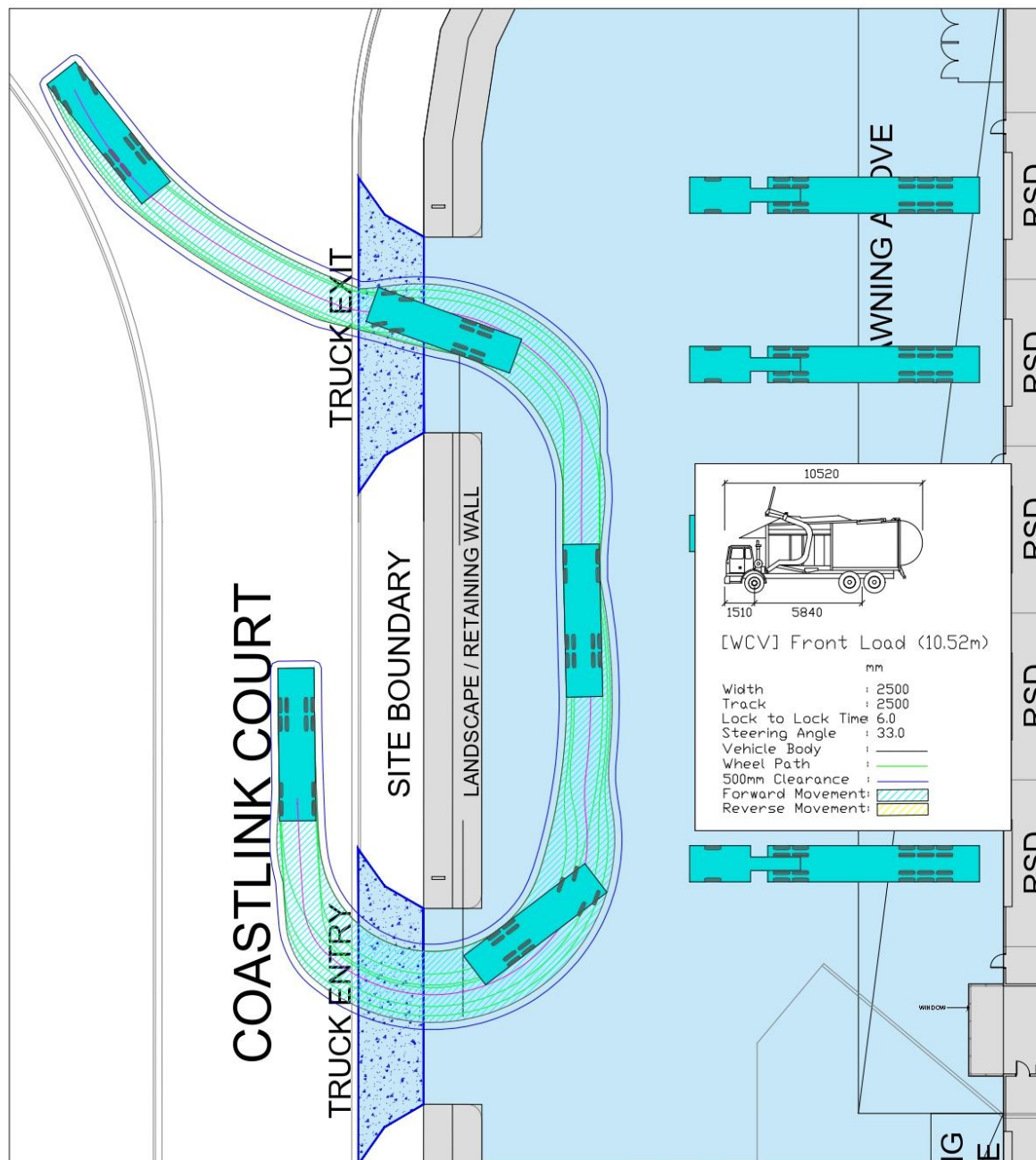


FIGURE 7.1 – WASTE COLLECTION VEHICLE MANOEUVRING

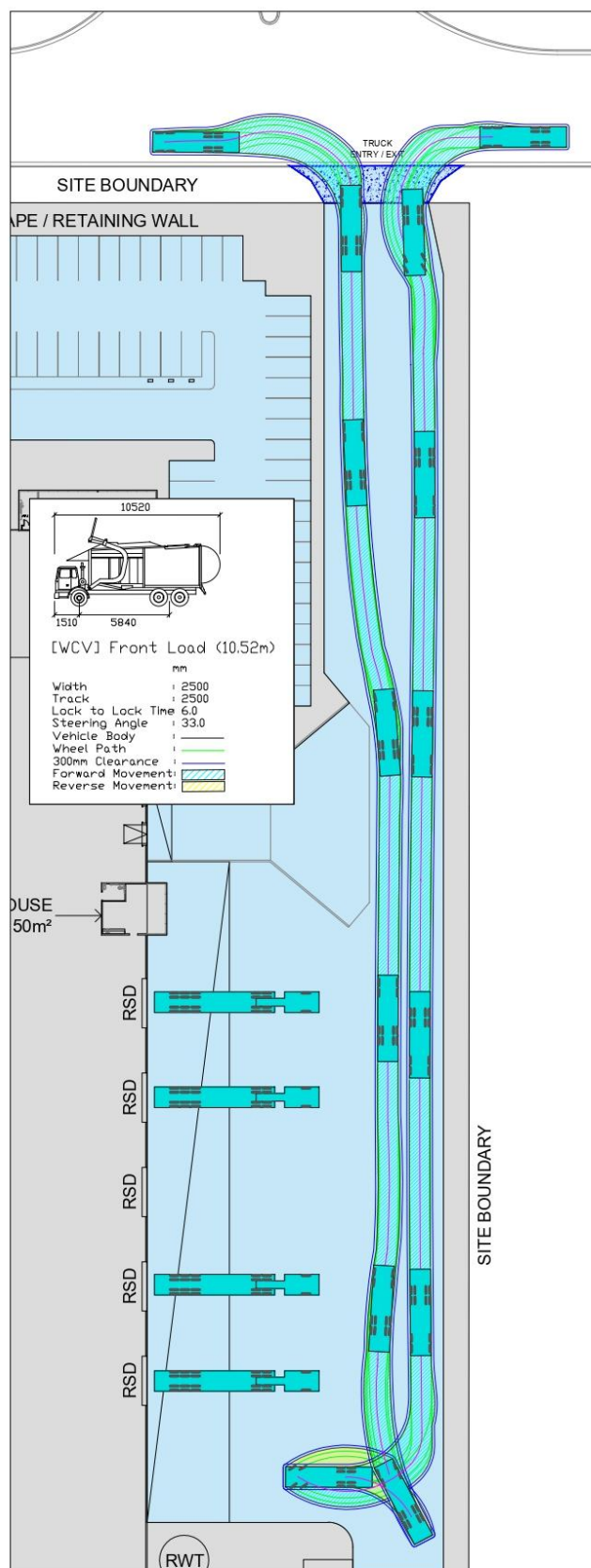


FIGURE 7.2 – WASTE COLLECTION VEHICLE MANOEUVRING



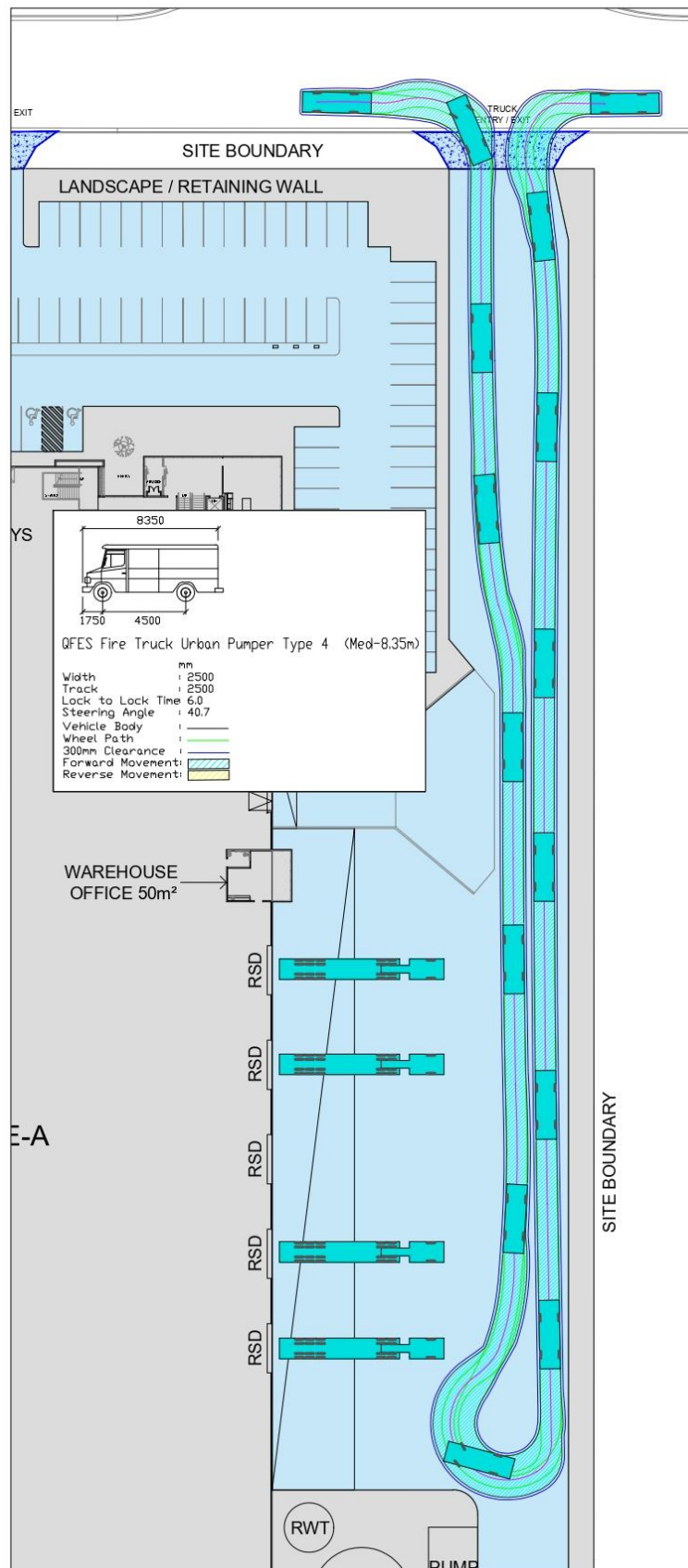


FIGURE 7.4 – 8.35 METRE FIRE TRUCK MANOEUVRING

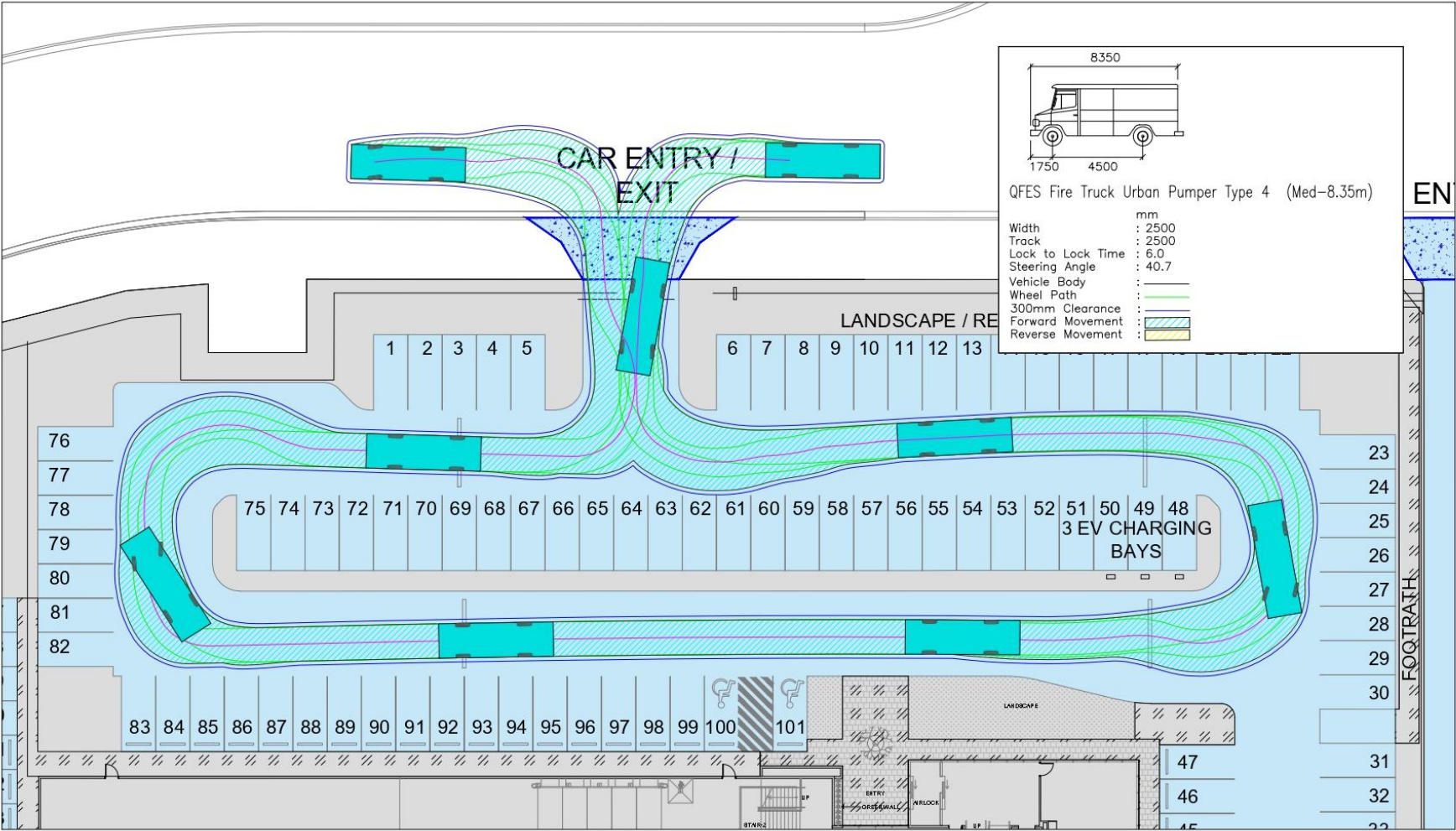


FIGURE 7.5 – 8.35 METRE FIRE TRUCK MANOEUVRING

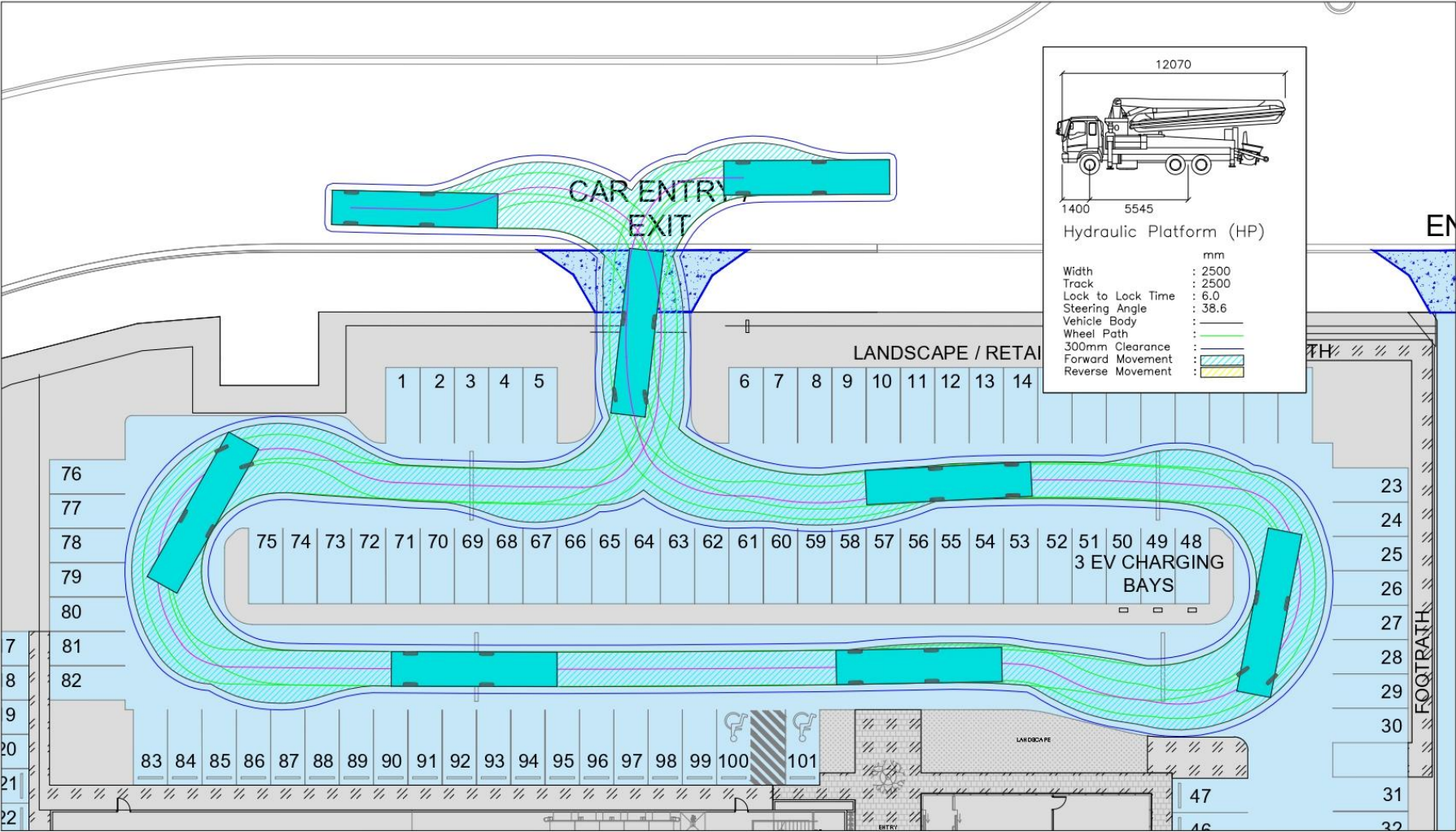


FIGURE 7.6 – HYDRAULIC PLATFORM MANOEUVRING

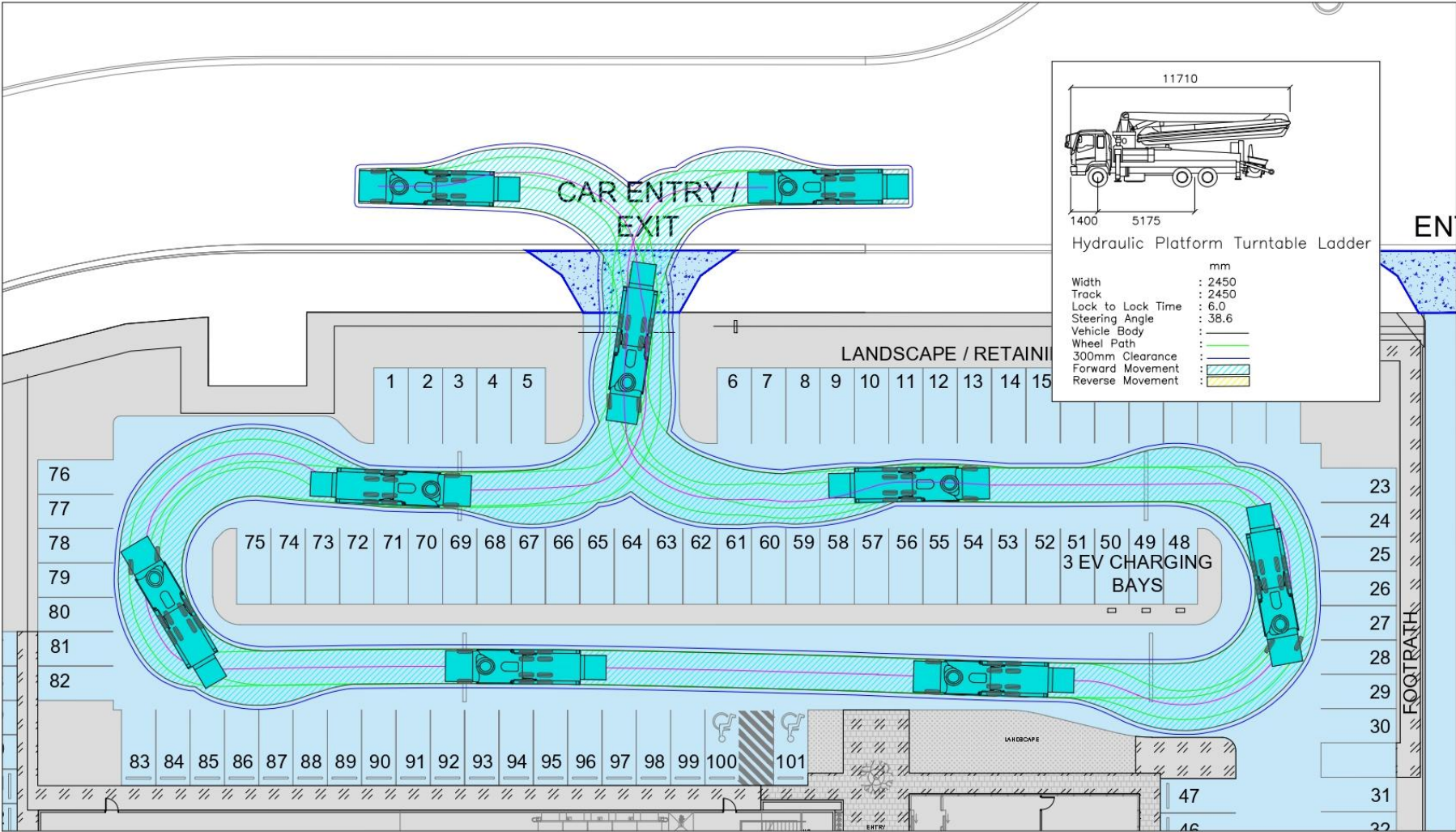


FIGURE 7.7 – HYDRAULIC PLATFORM TURNTABLE LADDER MANOEUVRING

8.0 PROVISION FOR PEDESTRIANS AND BICYCLES

In accordance with the *M38 Industrial Place Code – AS41.4*, the following rate applies to the proposed use:

Warehouse:

1 space per 800m² of GFA plus.

Based on the above, the Acceptable Outcome for car parking for the proposed development (20,540m² GFA) is 26 spaces.

Given the location of the site and type of use proposed it is considered that only a very small number of workers would travel by bicycle. Notwithstanding the above, provisions for cyclists to store their bicycle within the warehouse facility will be available. End of trip facilities (shower and change facilities) will also be available.

The proposal provides for safe access pedestrians with a separate pathway leading from the road frontage to the building entrance, and safe movement through the car park.

9.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located on the western side of Coastlink Court, identified as Lot 203 on SP329487 (Approved Lot 213), with a site area of 37,546m². The site is within the low and medium impact industry zone.
- The proposed development is for the construction of a Warehouse and Distribution Centre, with a Gross Floor Area (GFA) of 18,562m².
- Application of the M38 Industrial Place Code car parking rates results in a minimum requirement of 195 car parking spaces. The proposal provides 149 spaces, which is below the Acceptable Outcome; however, the provision is considered appropriate based on the anticipated operational workforce and visitation demand.
- The proposed car parking layout has been designed in accordance with AS2890.1:2004, with swept path analyses demonstrating that B85 and B99 design vehicles can safely and efficiently manoeuvre within the site.
- Site access is proposed via four crossovers along Coastlink Court and Fairway Street, with separate arrangements for light and heavy vehicles. All crossovers have been designed in accordance with IPWEA Standard Drawings RS-051 for the intended design vehicles.
- The site provides for full B – Double access in accordance with the City of Gold Coast Car Parking, Access and Transport Integration Constraint Code, with loading and circulation areas designed to accommodate AV movements while maintaining appropriate clearances.

APPENDICES

APPENDIX A – RESPONSE TO CAR PARKING, ACCESS, AND TRANSPORT INTEGRATION CONSTRAINT CODE (2003)

APPENDIX A – RESPONSE TO CAR PARKING, ACCESS, AND TRANSPORT INTEGRATION CONSTRAINT CODE (2003)

Part 7 Codes

Division 3 Constraint Codes

Chapter 4 Car Parking, Access and Transport Integration

1.0 Purpose

To ensure that transport needs, including car parking and service vehicle requirements, associated with the development of land are met by:

- supply of car and bicycle parking facilities;
- provision of loading and service facilities; and
- integration of public transport with private and public development in the City.

Key objectives include:

- a) the availability of car park opportunities that are easy to locate and use, in close proximity to all major developments and uses within the City, with on-site provision available for occupants and on-street provision and/or public car parks available for visitors;
- b) the effective use of all car park infrastructure provided in the City; and
- c) streets that are pedestrian and cyclist friendly.

2.0 Application

- 2.1 This code applies to development indicated as self, code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 This code specifically applies to development (whether on private or public land) that requires one or more of the following:
 - private or public car parking;
 - bicycle parking and associated facilities;
 - goods loading and circulation in public or private places; and
 - integration of public transport with private or public development in the City.
- 2.3 This code also applies to any development that is proposed for sites identified on Domain Maps or the Priority Infrastructure Plan Maps as being affected by Future Road Requirements, including areas required for future road corridor development.
- 2.4 Where a domain or LAP Place Code contains car parking requirements that differ from this code, the LAP requirements take precedence.
- 2.5 Performance Criteria PC1-PC24 apply to all code and impact assessable development referred to in this code. For development identified as self assessable, in the relevant domain or LAP, only the acceptable solutions to Performance Criteria PC1-PC16 apply.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
----------------------	----------------------	--	---

Development that is Self Assessable, Code Assessable or Impact Assessable

Protection and Preservation of Areas Required for Road Widening, the Provision of Public Transport Facilities or New Transport Corridors

PC1 Land affected by any proposed road realignment or widening must not have development constructed over that part of the land required for road realignment or road widening.	AS1 All sites that are affected by Future Road Requirement as shown on the Domain Maps, do not have buildings or structures erected forward of the indicated building setback line. This requirement does not apply to a fence with a height not exceeding 1.8 metres and a width not exceeding 0.5 metres.	NOT APPLICABLE, THE PROPOSED CHANGE DOES NOT IMPACT ON FUTURE ROAD REQUIREMENTS	
--	--	---	--

Port Cocheres

PC2 Where provision is made for a <i>porte cochere</i> , it must be designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the <i>porte cochere</i> and associated access and manoeuvring must accommodate vehicles entirely within the site, including the queuing of vehicles.	AS2 The <i>porte cochere</i> has a minimum vertical clearance of 4.5 metres.	NOT APPLICABLE, PROPOSAL DOES NOT PROVIDE A PORTE COCHERE.	
--	---	--	--

Design of Car Parking Areas and Car Park Spaces

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC3 All car parking spaces must be constructed and line marked to the correct size and standard.	AS3.1 All car parking spaces and facilities are constructed, sealed, line marked and maintained in accordance with the layout requirements of AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS3.2 Where the development includes a combination of low turnover and high turnover car spaces, the parking spaces and aisles are designed to the high turnover or Class 3 requirements in AS2980.1 – Parking Facilities Part 1: Off Street Car Parking.	COMPLIES – THE PROPOSED CAR PARKING SPACES HAVE BEEN DESIGNED IN ACCORDANCE WITH AS2890.1:2004 AND AS2890.2:2018, WITH APPROPRIATE SEALING AND LINE MARKING TO BE PROVIDED.	
PC4 Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.	AS4 In car parking areas exceeding 300m ² in site area: a) at least 5% of the area is landscaped; b) a landscaped buffer, with a minimum height of 600mm and width of 1500mm, is provided along any public street frontage and the common boundary to the adjoining property; and c) one landscaped tree bay is to be provided for every 21 car parking spaces.	COMPLIES – LANDSCAPING HAS BEEN PROVIDED WITHIN THE CAR PARKING AREAS TO REDUCE VISUAL IMPACT AND PROVIDE SHADE OPPORTUNITIES.	

Signs and Line Marking

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC5 Signs and line marking must be provided to indicate the location of the car park and the position of the access points for all car parks used by the public where: a) a car park is located at the rear of the site; b) access to the car park is not located in the main frontage road; c) there are a number of access points serving different parts of the site.	AS5.1 Signs incorporate the standard Service Sign Series 'P' sign, as detailed under Guide Signs in the Manual of Uniform Traffic Control Devices, Queensland. (This does not apply to residential developments with less than 10 units) AS5.2 Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.	COMPLIES – APPROPRIATE SIGNAGE AND LINE MARKING WILL BE PROVIDED TO IDENTIFY CAR PARKING AREAS, ACCESS POINTS AND DESIGNATED PARKING SPACES.	

Tandem Car Spaces

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC6 Tandem car parking must only be used in circumstances where no inconvenience arises from its use.	AS6.1 Tandem car parking spaces (ie. two car parking spaces, nose to tail) are counted as one space, except in the following cases: a) the development is for residential purposes; b) the tandem spaces are to be used by the occupants of the site, in one tenancy; c) the car park area is to be operated as a public car park with on-site management. In this case, a tandem car park may be counted as no more than 1.5 car spaces. AS6.2 The minimum length of the tandem car space is 10.4 metres. AS6.3 Tandem garages have a minimum internal length of 11 metres.	COMPLIES – NO TANDEM CAR PARKING SPACES ARE PROPOSED.	

Access to Car Park Areas

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC7 Car parking areas must not cause vehicle queues into the frontage road system or encourage drivers to reverse into the road system.	AS7.1 For developments in excess of 100 residential units with frontage to major roads, a turn round facility with a minimum diameter of 12.0m is provided between the gate and the road. AS7.2 All car parking facilities, except those associated with detached dwellings and duplex dwellings is designed so that all vehicles enter and exist the site in a forward gear. AS7.3 Provision is made for a defined queuing area, free of any parking manoeuvres or internal intersections in accordance with the provisions of the Table to Acceptable Solution AS7.3, for developments comprising of more than two dwelling units and where a security gate is proposed.	COMPLIES – THE PROPOSED CAR PARKING AREAS HAVE BEEN DESIGNED TO ALLOW ALL VEHICLES TO ENTER AND EXIT THE SITE IN A FORWARD GEAR, WITH NO IMPACT ON THE FRONTAGE ROAD SYSTEM.	

Table to Acceptable Solution AS7.3	
Car Park Capacity (Number of Spaces)	Minimum Queue Length (Vehicles) *
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 250	7
More than 250	7 plus 1% of capacity over 250 spaces

*** Note: Each vehicle shall be taken to occupy 6.0 metres in length.**

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC8 Car parking areas providing more than 20 car parking spaces must allow for the separation of vehicles and pedestrians.	AS8 Sealed pedestrian footpaths, at a gradient not exceeding 1:12, are provided from the car parking area along the shortest possible route to the point of destination.	COMPLIES – SEPARATE PEDESTRIAN PATHWAYS ARE PROVIDED TO FACILITATE SAFE ACCESS BETWEEN THE CAR PARKING AREAS AND BUILDING ENTRANCES.	
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.	COMPLIES – ACCESS TO THE CAR PARKING AREAS IS AVAILABLE TO EMPLOYEES AND VISITORS WITHOUT RESTRICTION.	
Driveways and Crossovers			
PC10 Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.	AS10.1 The maximum number of crossovers for residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes. AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property. AS10.3 A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.	COMPLIES – THE PROPOSED ACCESS ARRANGEMENTS INCLUDE FOUR CROSSEOVERS, WITH SEPARATE ACCESS PROVIDED FOR LIGHT AND HEAVY VEHICLES. THE CROSSEOVERS HAVE BEEN DESIGNED TO MINIMISE IMPACTS ON THE FRONTAGE ROAD SYSTEM.	

PC11 All development must make provision for safe access to roads or streets adjacent to the site. Crossovers must be constructed to a standard consistent with the vehicles using the site.	AS11.1 The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development Guidelines. AS11.2 Access to roads or streets adjacent to the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS11.3 Where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign-posted. AS11.4.1 Access to developments on dual carriageway roads is left in/left out. OR AS11.4.2 A new intersection is provided between the access way and the dual carriageway. AS11.5 Developments with traffic signal controlled or roundabout access to the frontage road dedicate land as public road to accommodate all intersection infrastructure, including traffic signal loops. AS11.6 The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road. AS11.7 Developments with new traffic signal controlled access, within network traffic systems, provide the necessary	COMPLIES – THE PROPOSED ACCESS CROSSOVERS HAVE BEEN DESIGNED TO ACCOMMODATE THE INTENDED DESIGN VEHICLES AND ARE CONSISTENT WITH AS2890.1:2004, AS2890.2:2018 AND THE RELEVANT STANDARD DRAWINGS.	
--	--	--	--

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	infrastructure to integrate the new signals.		

Internal Circulation

PC12 All developments must provide internal circulation to avoid use of the public road system for movement between different car parking and vehicle service areas in the development.	AS12.1 The internal layout of the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS12.2 Parking and circulation aisles have a maximum length of 100 metres. AS12.3 Dead end aisles do not exceed 20 metres in length. AS12.4 Aisle design does not include cross intersections. AS12.5 Car parking space/s is/are not located in areas used for manoeuvring of heavy vehicles. AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings. AS12.7 Speed humps are not provided in entry or exit queuing areas.	COMPLIES – THE INTERNAL SITE LAYOUT HAS BEEN DESIGNED TO PROVIDE SAFE AND EFFICIENT VEHICLE CIRCULATION, WITH PARKING AND SERVICE VEHICLE AREAS DESIGNED IN ACCORDANCE WITH AS2890.1:2004 AND AS2890.2:2018.	
--	---	---	--

Loading Bay and Set Down Area Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC13 Development must make provision for loading bays and set down areas for the: a) collection and set down of passengers; b) parking of trailers; c) service vehicle parking; and d) loading and unloading of goods.	AS13 Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles .	COMPLIES – LOADING AREAS HAVE BEEN PROVIDED TO ACCOMMODATE SERVICE VEHICLES AND THE LOADING AND UNLOADING OF GOODS IN ACCORDANCE WITH AS2890.2:2018.	

Design Service Vehicle Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1. AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.2, for sites less than 4,000m² in area that require access by service vehicles. AS14.3 Provision is made for height clearance of 4.5 metres for service station canopies and access clearance height associated with the appropriate design vehicle in other applicable developments. AS14.4 A driveway which caters for heavy vehicles is designed in accordance with AS2890.2 – Off Street Parking Part 2: Commercial Vehicles and Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES – THE SITE HAS BEEN DESIGNED TO ACCOMMODATE THE REQUIRED DESIGN SERVICE VEHICLES, WITH ACCESS AND MANOEUVRING AREAS PROVIDED IN ACCORDANCE WITH AS2890.2:2018 AND THE RELEVANT STANDARD DRAWINGS.	

Table to Acceptable Solution AS14.1

Use or Development	Service Vehicle Provisions
Aged Persons Accommodation	HRV
Animal Husbandry	AV
Aquaculture	HRV
Bulk Garden Supplies	HRV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Cafe	SRV
Cinema	SRV
Commercial Services	SRV
Community Care Centre	SRV
Community Purposes	SRV
Convenience Shop	SRV
Educational Establishment	SRV
Fast Food Premises	HRV
Freight Depot	AV
Fuel Depot	AV
Funeral Parlour	SRV
Hospital	HRV
Industry	AV
Indoor Recreation including: a) squash court or any other court game; b) meeting place, public hall, pinball parlour, amusement arcade; c) theatre, cinema; d) licensed club; e) skating rink, swimming pool; f) gymnasium; and g) public library, public lecture hall, art gallery, museum, any other indoor recreation.	SRV
Kennel	SRV
Manufacturers Shop	HRV
Marina	AV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Marina Shop	SRV
Market	SRV
Medical Centre	SRV
Milk Depot	AV
Mini-Storage Warehousing	HRV
Minor Tourist Facility	SRV
Motel	SRV
Motor Vehicle Repairs	HRV
Night Club	SRV
Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development); b) lawn bowls; c) skating rinks, swimming pools; d) golf course.	SRV
Office	SRV
Place of Worship	SRV
Reception Room	SRV
Resort Hotel	HRV
Restaurant	SRV
Restricted Club	HRV
Retail Plant Nursery	HRV
Rural Industry	AV
Salvage Yard	HRV
Service Industry	SRV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Service Station	AV
Shop	SRV
Shop with GFA of less than 400m ²	SRV
Shop with GFA 400m ² – 1500m ²	HRV
Shop with GFA larger than 1500m ²	AV
Shopping Centre Development	AV
Showroom	HRV
Storage	SRV
Take-Away Food Premises	SRV
Tavern	HRV
Temporary Use	AV
Theatre	SRV
Tourist Shop	SRV
Transit Centre	HRV
Transport Terminal	AV
Vehicle Hire Premises	AV
Vehicle Sales Premises	AV
Warehouse	AV
Waterfront Industry	HRV

Note: SRV: Small Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.
 HRV: Heavy Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.
 AV: Articulated Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.

Table to Acceptable Solution AS14.2

HRV and AV Requirements

Site Area (m²)	Requirement
Less than 1000m ²	Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required. Where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity, Council or its delegate may determine that HRV and AV access is not required.
1000m ² – 2000m ²	a) service bay for HRV is required. b) restricted manoeuvring on site for HRV or AV (as required). c) full on-site manoeuvring for other classes of service vehicle is required.
2000m ² – 4000m ²	a) service bay to be provided for HRV or AV (as required). b) restricted manoeuvring on site for AV (as required). c) full on-site manoeuvring for HRV and other classes of service vehicle is required.